Commercial.

THIS DAY.

The principal features of this morning's business have been the return to public favor of Banks, and the renewed firmness of that popular stock. A considerable

number of cash transactions at 205 per cent, premium has been booked, and on time at 209 and 210 for September 30th a large business has been put through. The stock now stands firm, with buyers at 207 for the end of the present month and 210 for September. The rather unexpected movement in favor of Banks is mainly attributable to telegraphic orders from Shanghai. Nothing in Docks has been reported, although a few shares are on offer at 63 per cent, premium for the end of the month. L Both . Sugar stocks are considerably weaker, Chinas at 209 and Luzons at 78

failing to attract customers. 4 o'clock p.m. Not a single transaction in shares has

been reported since we last wrote. SHARES, Hongkong and Shanghai Bank-Ex New Issue -164 per cent. premium.

Hongkong and Shanghai Bank-New Issue. 162 per cent. premium. Union Insurance Society of Canton-\$650 per China Traders' Insurance Company-\$2,700 August 4, Namoa, British steamer, for Swatow,

North China insurance—Tis, 1,600 per share, Canton Insurance Company, Limited-\$120 per

Yangtsze Insurance Association-Tis. 1075 per share, ex. div., buyers. Chinese Insurance Company-\$230 per share,

ex. div., sellers. On Tai Insurance Company, Limited-Tls: 150 Hongkong Fire Insurance Company-\$350 per

China Fire Insurance Company-\$380 per share, Hongkong and Whampoa Dock Company-62 per cent. premium, buyers. Hongkong, Canton, and Macao Steamboat Co. --\$48 per share, premium, ex. div. buyers.

China and Manila Steam Ship Company-120 Hongkong Gas Company-\$80 per share. Hongkong Hotel Company-\$175 per share,

Indo-Cirina Steam Navigation-Company, Limited-15 per cent. dis., sellers. China Sugar Relining Company, Limited-\$209 per share, sellers. China Sugar Refining Company (Debentures)-2

per cent. premium. Luzon Sugar Refining Company, Limited-\$78 per share, sellers. Hongkong ice Company-\$161 per share,

Hongkong and China Bakery Company, Limited -\$80 per share, buyers. Chinese Imperial Loan of 1878-14 per cent. prem.

Chinese Imperial Loan of 1881-2 percent. prem

EXCHANGE. Bank Bills, on demand3/71 Bank Bills, a. 30 days' sight......3/72 Bank Bills, at 4 months' sight3/8 Credits, at 4 months' sight......3/82 Documentary Bills, at. 4 months' ... sight......3/81 @ 3/81 ON PARISATI

Bank Bills, on demand4.56. Credits, at 4- months' sight4.66. ON BOMBAY.—Bank, T.T......222 ON CALCUTTA.-Bank, T.T.....222 On Demand:223 On Shanghal--Bank, sight72 Private, 30 days'sight73k

OPIUM MARKET.-THIS DAY.

NEW MALWA.....per picul, \$530 (Allowance, Taels 24.) OLD MALWAper picul, 8570 (Allowance, Taels 12.) NEW PATNA (without choice) per chest, 85873

NEW PATNA (first choice) .. per chest, 8595 NEW PATNA (second choice) per chest, 8585 NEW PATNA (bottom) per chest, \$597 OLD PATNA (without choice) per chest Boco OLD PATNA (bottom).....per ches., \$605

BENARES (bottom) per chest, 8556 New Persian (best quality) per picul OLD PERSIAN (best quality).....per picul,

BENARES (without choice) per chest, \$555

OLD PERSIAN(second quality) ... per : picul,

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAYS TELEGRAMS.

SHANG-MANILA. BARDMETER. THERMOME.

..... aq.69,20 74 99.70 20.60 20.88 20.91 20.00 20.84 Therm'ter attached |81.0 80 0 80.0 85.0 38.5 83.0 77.1 79.5

dreds,-Thermometer, in Fahrenheit degrees and tens kept in the open air in a shaded situation.—Direction of Wind, is registered every two points, N., N.N.E., N.E., stc.-Force of Wind, o calm. z to s light breeze. 2 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. E to to heavy. to to in violent.-State of Weather, B. Clear blue sky. C. Cloudy. D. Drittly. F. Fog. G. Foggy. H. Hall, L. Light. ning. Af. Milety. O. Overcast. P. Passing showers. Q. Squally. R. Lakey S. Soow. T. Thimder U. Bad. threatening V. Visibility. W. Storts Z. Calm. The letters are repeated to indicate any increase over the mean swrage of their signification. Rain.—The hours of rain for the previous sa hours (noon) are registered from I to 14 the quantity of water failes ladicated in inches, twee and

Shipping.

TRIOMPHANTE, French corvette, 17 guns, Captain Baux, 3rd August,-Tongking 31st July. JORGE JUAN, British steamer, 522, E. Thebaud, 3rd August,-Manila 1st August, General.-

LENNOX, British steamer, 1,327, Scott, 4th Aug. -Calcutta 19th July, Sand Heads . 20th, Penang 26th, and Singapore 28th, General .-Jardine, Matheson & Co.

ZOUAVE, American ship, 1,202, Robert C. Loper, 3rd August,-Cardiff 4th April, Coals.-P. NARDOO, British bark, 329, J. F. Morrison, 4th

August,-Quinhon 30th July, General.-FOOKSANG, British steamer, 990, Hogg, 4th August,-Canton 3rd August, General-Jardine, Matheson & Co.

FU-YEW, Chinese steamer, 920, Croad, 4th Aug., -Canton 3rd August, General.-C. M. S. IPHIGENIA, German steamer, 1,059, F. Ahrens,

4th August, -- Canton 3rd August, General.-Siemssen & Co. PING-ON, British steamer, 575, A. A. McCaslin, 4th August,-Pakhoi, and Hoikow 3rd Aug., General.-Russell & Co.

CLEARANCES AT THE HARBOUR OFFICE. Feronia, German s.eamer, for Singapore. Fu-yew, Chinese steamer, for Shanghai. Doretta, Siamese brig, for Foochow. Adolph Obrig, Amer. ship, for San Francisco. Amoy, British steamer, for Shanghai. Kong Beng, British steamer, for Swatow, &c. Namoa, British steamer, for Swatow, &c. Ping-on, British steamer, for Hoillow. Forge Juan, British steamer, for Amoy. Fooksang, British steamer, for Shanghai.

August 4, Deucalion, British steamer, for Straits

August 4, Joe Rauers, German bark, for Cebu. August 4, Printemps, French bark, for Wham-

PASSENGERS—ARRIVED.

Per Jorge Juan, str., from Manila.-Messrs. Lane and Anderson, 1 European ondeck, and 60 Per Lennox, str., from Calcutta, &c.-Mr.

Metha, and 624 Chinese. Per Nardoo, from Quinhon. -25 Chinese. Per Ping-on, str., from Pakhoi, &c .- 15 Chi-Per Namoa, str., for Swatow, &c .- 14 Euro-

peans and 300 Chinese. TO DEPART. Per Feronia, str., for Singapore.- 1 European. Per Fu-yew, str., for Shanghai. - 20 Chinese. Per Amoy, str., for Shanghai,-: European and to Chinese. Per Kong Beng, str., for Swatow, &c.-200

Per Fooksang, str., for Shanghai .- 50 Chinese, Per Jorge Juan, str., for Amoy.—150 Chinese. Per Ping-on, str., for Holhow,—10 Chinese.

REPORTS. The British steamship Jorge Juan reports left Manila on the 1st instant. Had fresh S.W. monsoon and squally rainy weather throughout.

The British steamship Ping-on reports from Pakhoi, and Holhow on the 3rd instant. Had light S.W. winds and cloudy weather. At 5 p.m. met the steamship Greyhound at Hainan Head. The British steamship Lennox reports left Calcutta on the 19th ultimo, Sand Heads on the 20th; Penang on the 26th, and Singapore on the 28th at 6,30 p.m. Had bad weather in Bay of Bengal. Had fine weather in the China Sea to lat. 20 N.; thence to port had dark gloomy weather and heavy rain.

NEWCHWANG SHIPPING

8, Taiwan, British steamer, from Chefoo. 9, Annie, German bark, from Tientsin. 10, Anna Dorothen, Ger. bark, from Shanghai. 10, Foochow, British steamer, from Chesoo. 11, Chateaubriand, British bark, from Swatow.

11, Jacobine, British bark, from Tientsin. 12, Carl Wilhelm, Ger. bark, from Tientsin. 13. Amoy, British steamer, from Shanghai. 14. Chefoo, British steamer, from Shanghai. 14, Lee-yih, British bark, from Tientsin. 14, Iphigenia, British steamer, from Shanghai.

, Alwine, German steamer, for Hongkong. 9, Kwongsang, British steamer, for Chefoc. 10, Anna, German bark, for Hongkong, 10, Roderick Hay, British bark, for Amoy, 10, Hilda Maria, German bark, for Amoy.

11, Emily, German brig, for Foochow. 11, Taiwan, British steamer, for Chefoo. 12, Brunette, British bark, for Amoy. 12, Lee-yuen, Chinese steamer, for Chefoo. 13, Erlkonig, German bark, for Hongkong.

Post Office.

14. Foochow, British steamer, for Chefoo.

A MAIL WILL CLOSE For Amoy and Shanghai,-Per Fason, today, the 4th instant, at 5 P.M.

For Amoy.—Per Jorge Juan, to-day, the 4th instant, at 5 P.M. For Nagasaki, Hiogo, and Yokohama.-Per Kashgar, to-morrow, the 5th instant, at 9 A.M. For Foochow, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c., &c .- Per Venice, on Monday, the 6th instant, at 9 A.M. For Kudat and Sandakan,-Per Thales, on

Monday, the 6th instant, at 9 A.M. For Swatow and Bangkok .- Per Kong Beng, on Monday, the 6th instant, at 9 A.M. For Swatow, Amoy, & Foochow.-Per Kwangtung, on Monday, the 6th instant, at 9'A.M. For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c., &c., &c.-Per Feilung, on Tuesday, the 7th instant, at 3.30 P.M.

Thursday, the 9th instant, at 3.30 P.M. MAILS BY THE BRITISH PACKET. The British Contract Packet" PESHAWUR," will be despatched on THURSDAY, the 16th instant, with Mails for the United Kingdom, Europe and countries beyond, via Brindisi; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar. N.B.—This Packet carries no mails for the

Australasian Colonies. The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS. THE FRENCH MAIL—DAY BEFORE DEPARTURE 5 P.M., Money Orde Office closes. Post Office closes, except the night box, which is always UNDINE, German bark, 263, F. Kruse, 184 July, open out of office hours. DAY OF DEPARTURE. A.M., Post Office opens. 10 A.M., Registry of Letters ceases. Posting of

all printed matter and patterns ceases. II A.M., Mail closes, except for Late Letters. II.10 A.M., Letters may be posted with Late Fee of to cents until 1.30 A.M., when the Post Office closes entirely. 11.40 A.M., Late Letters may be posted on bourth the packet with Late Fee of 10 Cents until time of departure.

SHIPPING IN HONGKONG:

AMOY, British steamer, 814, D.: Herrmann, 3rd August,-Canton and August, General,-Siemssen & Co.

ARABIC, British steamer, 2787, W. G. Peame. July 28th,-San Francisco 28th June, and Yokohama 21st July, Mails and General.-O. & O. S. S. Co. BALANGAS, Spanish steamer, 116, John Ovieta,

4th July, Manila 1st July, General. Remedios & Co.-Kowloon Dock. CANTON, British steamer, 1,095, J. C. Jaques, 26th July-San Francisco 27th June, Gene-

ral.-Russell & Co. CHINKIANG, British steamer, 799, S. M. Orr, 29th July,—Yokohama 19th July, and Nagasaki 24th, Coals.—Siemssen & Co. CHURRUCA, Spanish steamer, 403, G. de Hormachea, 23rd July, -- Manila 20th July, General and Treasure (\$113,000). -- Remedios

& Co.-Kowloon Dock. CRUSADER, British steamer, 647, Rowin, 28th July, -Saigon 23rd July, General. -Arnhold, Karberg & Co.

EMUY, Spanish steamer, 410, Rementeria, 30th June,-Manila 27th June, General,-Remedios & Co.-Kowloon Dock. Fame, British steamer, 117 (Stopani)-Hongkong and Whampoa Dock Co.

FRILUNG, British steamer, 752, W. N. Allison, 30th July,—Arnoy 28th July, Ballast,— Gibb, Livingston & Co. FERONIA, German steamer, 1,115, F. Nagel, and August,-Kobe 27th July, General,-Siems-

August,—Bombay 14th July, and Singapore, General.-P. & O. S. N. Co. INGO, German steamer, 672, Jesselsen, 10th July,-Singapore 3rd July, General.-Wieler

JASON, British steamer, 1,400, Milligan, 1st August,-Liverpool 19th June, and Singapore 26th July, General,-Butterfield & KASHGAR, British steamer, 1,515, W. J. Webber, 31st July,-Yokohama 21st July, Kobe 24th,

and Nagasaki 26th, General.-P. & O. S. N. Co. KONG BENG, British steamer, 862, R. Young, 20th July,-Bangkok 22nd July, General.-Yuen Fat Hong. KWANGTUNG, British steamer, 680, M. Young, 29th July,-Foochow 26th July, Amoy 27th,

and Swatow 28th, General.-D. Lapraik & Co.-Kowloon Dock. LI-YUNG, Annamite steamer, 150, Chun, 19th June,-Touron 15th June, General.-Chi-SALTER, French steamer, 323, V. Gordono, 28th July,-Halphong 24th July, General.-Shing

SEA GULL, American steamer, 48, Hayden, Nov. 24th.—China Traders' Insurance Co. SIN TAINAN, German str., 47, H. Victeen, 30th July,-Taiwan 24th July, Ballast.-Captain. SURZ, British steamer, 1,390, Geo. Ainslie, 20th -July .- Honolulu-28th June, Flour and General.—Russell & Co.

TAKACHIHO MARU, Japanese steamer, 1,407, Nye, 1st August,-Nagasaki 27th July, General.-Mitsu Bishi M. S. S. Co. THALES, British steamer, 820, T. G. Pocock, 3rd August,-Swatow and August, General. -D. Lapraik & Co.

VENICE, British steamer, 1,270, Drake, 25th July, -Sydney 27th June, Brisbane 29th, Townsville 3rd July, Cooktown 4th, Thursday Island 8th, and Port Darwin 13th, Coal, &c. Geo. R. Stevens & Co.-Aberdeen Dock.

SAILING VESSELS.

ADOLPH OBRIG, American ship, 1,448, Staples, 29th May,—Cardiff 14th January, Coal.— Russell & Co. A. T. STALLKNECHT, German bark, 540, P. Petersen, 1st August,-Gorontalo 17th July,

Rattans.-Siemssen & Co. BOTHWELL CASTLE, British bark, 592, Romney, 31st July,-Chefoo, General.-Chinese. CHANDERNAGOR, German bark, 683, Sachse, 10th June,—Touron 14th June, Coals.—F. Blackhead & Co.

CHANNEL QUEEN, British bark, 609, Le Lacheur, 18th May,-Chefoo 22nd April, General.-Ed. Schellhass & Co. CHOCORUA, American ship, 1,163, Locke, 30th

June,-Hiogo 3rd May, Ballast,-Master-Aberdeen Dock. DORETTA, Siamese brig, 300, M. Martin, 27th July,-Bangkok toth July, Teak Logs.-

ELWELL, American ship, 1,461, Barston, 30th June,-Cardiff 15th March, Coals.-Order. ELLEN, British bark, 499, C. Hodge, 15th July, -Singapore 7th July, Timber.-Gee Aik

FRIEDRICH, German bark, 676, J. P. Ulderup, 30th June, -Cardiff 27th February, Coals,-GOODELL, American bark, 843, Wm. R. Hogan,

18th July,-New York 30th Jan., Kerosine Oil.-Russell & Co. GRANDEE, American ship, 7,254, Jacobs, 15th July,—Newcastle, N.S.W., 26th May, Coal.

G. C. TRUFANT, British ship, 1,529, Thomas, 14th June,—Cardiff 5th February, Coal.—Russell & Co. HERMANN, German bark, 444, M. Traulsen, 17th July,-Bangkok 6th July, General-Wieler

INCA, German bark, 730, J. G. Gefken, 24th July,—Chefoo 30th June, Beans and Vermicelli.-Pustau & Co. LIVINGSTONE, German bark, 531, H. Steffens, and August,-Whampon 1st August, Ballast.-

LOONG WHA, British 3-m. schooner, 374, G. Graham, 20th July,—Singapore 14th July, Timber.—Ed. Schellhass & Co. Louisa, German 3-m. sch., 245, Schierloch, and

Jan.,-Whampon 31st Dec., General.-Captain. LUCKY, Siamese bark, 424, E. G. Sequeira, 20th July, Siam 14th July, Timber,-

For Straits and Bombay.-Per Geelong, on McLauran, American ship, 1,330, J. H. Little, 17th May,-Newcastle, N.S.W., 21st March, Coal.—Russell & Co. ORIENT, German bark, 461, W. G. Roder, 25th

July,-Newchwang 23rd June, Beans.-Ed. Schellhass & Co.

RAMIER, French brig, 280, Savary, 28th June, -Iloilo 10th June, General-Carlowitz SPARTAN, American schooner, 85, Ch. Vincent,

26th July,-from Chungchow.-W. H. Ray. TEKLI, British bark, 390, Buckholdt, 12th July, -from Quinhon, Salt.-Chinese. TWILIGHT, American ship, 1,265, W. C. Warland, 8th June,-Newcastle, N.S.W., 14th

April, Coal.—Adamson, Bell & Co. -Cardiff 8th February, Coals, Melchers VILLIAM HALES, American bark, 834, Geo. F. Elliot, 1st July,-Newcastle, N.S.W., 9th, May, Coals. - Captain. WILLIAM MANSON, British bark, 366, H. Kin-

dred, 15th July, Newchwang 8th June, Beans and Peas. Chong Woo. WRICKER, American lorcha, \$5, Henderson, 16th July,—Guap Island 1st June, General. —Blackhead & Co.

For Sale.

FOR SALE.

THE OWNER being about to retire from Business is open to negociate for the Sale of the GOOD-WILL, FITTINGS, and FURNI-TURE Complete of the Old Established and well-known establishment known as the "NA-TIONAL HOTEL" situated at Nos. 222 and 224, Queen's Road Central. The House contains TWO. BILLIARD TABLES (one English and one American) which are in first-class condition. For further Particulars apply to

IOHN OLSON, National Hotel. Hongkong, 14th June, 1883.

FOR SALE. EX STEAMSHIP "LAERTES."

CONSIGNMENT OF HOCKING'S PATENT FRESH WATER CONDENSERS. THE BEST & CHEAPEST EVER MADE.

Gallons per day. G. FENWICK & Co., Victoria Foundry.

Capable of Condensing Three Thousand

Hongkong, 25th April, 1883. FOR SALE.

GEELONG, British steamer, 1,139, Case, 1st . H. MUMM & Co.'s CHAMPAGNE. QUARTS..... \$22 per Case. PINTS..... \$23 per Case.

Apply to MELCHERS & Co. Hongkong, 2nd March, 1882. AND R. TENNENT'S ALE AND

PORTER. DAVID CORSAR & SONS' MERCHANT NAVY

-NAVY-BOILED_ CANVAS. LONG FLAX CROWN ARNHOLD, KARBERG & Co. Hongkong, 15th June, 1881.

FOR SALE CHEAP. TO SIX HUNDRED TONS IN LOTS FROM ONE TON UPWARDS.

COAL TAR IN BARRELS. CHOY CHEW. 230, PRAYA WEST. Hongkong, 5th April, 1883.

WILLIAM SCHMIDT & CO. UNMAKERS & AMMUNITION DEALERS, BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges. Sporting Guns and Ammunition always on hand.

BLACKHEAD

SHIFCHANDLERS, STORE-KEEPERS

GENERAL COMMISSION AGENTS, PRAYA CENTRAL

ENGINEERS MERICAN

HOUSEHOLD TOOLS. FAIRBANK'S AND HOWE'S SCALES, SALTER'S SPRING BALANCES, FORCE PUMPS FOR SHIPS' UBE.

DRILLING MACHINES. HITCHCOCK'S PATENT TABLE LAMPS, and HANGING PENDANTS.

CORKING WASHING AND MACHINES.

SHIPS' SKYLIGHTS POLISHED PLATE GLASS. STEEL HAWSERS ON REEL STAND.

CHARCOAL WATER FILTERS. SPARKLING SCHARZHOFBERGER FLENSBURG STOCKBEER MARIENTHALER BEER,

> IN QUARTE & PINTS, VEUVE CLICQUOT PONSARDIN

THEOPHILE ROEDERER & Co.'s GLADIATEUR CHAMPAGNE.

VALEYRAAC MEDOC.

MARGAUX MEDOC PURE CONDENSED ALPINE MILK

ST. ESTEPH MEDOC.

IN BOTTLES. WESTPHALIA HAMS. SMOKED BEEF IN TINS. GERMAN VEGETABLES IN TIME. GOUDA CHEESE IN TIME

SALT MEAT SAUSAGES IN KROS. SALT SPICED BEEF IN KROS. KEROSENE STOVES. Hongkong, 14th July 1882

Untimations.

THE CANTON-HONGKONG WA HOP TECEGRAPH CUMPANY.

NOTICE.

THE CANTON-HONGKONG TELE GRAPH LINE having been finished as far as Kow-Wa village on the Mainland, the Company will be prepared to accept for transmission Telegrams from the Public on and after MONDAY, the 9th day of July. The tariff of rates will be 5 Cents per Word, to which, however, will have to be added an extra charge of one cent for transmission by steam-launch between Hongkong and the present terminus of the Line. This extra charge will be abolished as soon as the Company has received permission from the COLONIAL GOVERNMENT to connect the end of the land-line with Hongkong by cable. All Telegrams for Canton to be handed in at the Company's Station, No. 89, PRAYA CENTRAL, HONGKONG, as no messages will be received at the temporary Station on the mainland. Mes-sages from Canton to be handed in at the Company's Temporary Station at the East

STREET SUN-TOW-LAN in the City of Canton. For Messages beyond Hongkong the rates of the different other Telegraph Administrations will have to be added to the Company's rates. For acceptance and transmission of the Telegrams, counting of words, &c., the Company will be bound by the rules of the International Telegraph Convention as followed by the other Telegraph Administrations here. Chinese Messages will be transmitted and charged according to the code books and regulations of the Great Northern Telegraph Administration. These code books may be had on application at the Company's Offices : Price 30 Cents each.

Senders of Messages may open a deposit account with the Company, and pass-books may be had at the Company's Office on application. The times of departure of the steam-launch will be as follows :-FROM HONGKONG...... 8 A.M.

... 12 NOON. FROM KOW-WA VILLAGE 9 A.M.

Hongkong, 6th July, 1883. HONGKONG HOTEL LIMITED.

HO KWAN SHAN,

Manager.

THE DIRECTORS are now prepared to receive TENDERS from suitable persons for a term of FIVE YEARS, for the leave of the HONGKONG HOTEL, with FURNITURE com-

The Building (together with a powerful passenger lift,) will comprise after the proposed alterations and additions have been completed, THE BASEMENT.

Two Grand Entrances from Pedder's Street

and Queen's Road. Bar, Billiard, Reading and Smoking Rooms with separate. Entrance from A handsomely fitted up Ladies' Room, for the use of visitors and others. Manager's and General Offices, Kitchens,

Store Rooms; FIRST FLOOR A Public Dining-Room capable of dining upwards of 170 persons at the same time. ONE LARGE BREAKFAST ROOM.

FIVE elegant and beautifully fitted up suite of ROOMS, consisting of a Private DINING ROOM, DRAWING ROOM, CARD ROOM, READING ROOM, and BILLIARD ROOM. TEN Bed Rooms with a Bathroom to each.

SECOND AND THIRD FLOORS Have each 26 lofty, well ventilated and lighted Bed Rooms, opening on to large Verandaha with a commodious Bath Room for each room. All the Passages and Corridors throughout the premises are wide and well lighted, most of the lumiture will be new and made expressly, for the

OLD AND SILVERSMITH. The special attention of Hotel Keepers and others is drawn to the unusual advantages.

Tenders to state sum per annum, and toinclude taxes. No Tender under \$3,500 per mensem will be entertained by the Directors. Hongkong, 16th April, 1883

HONGKONG HOTEL HAIR DRESSING SALOON

TR. MARMANDE begs to inform the Com-IVI munity of Hongkong, and Visitors, that the above Establishment is now in full working

He has engaged TWO FIRST-CLASS TONSORIAL ARTISTS from Paris, and his staff now consists of five competent workmen. He is prepared to execute Hair-dressing in all its branches, making wigs for theatrical purposes, or for ordinary wear, &c., &c.

SHAVING.....25 LADIES' HAIRDRESSING SALOON.

Mr. MARMANDE and his assistants are. always at liberty to attend Ladies at his Saloon. specially set apart for Ladies, or at their own. Residences at MODERATE CHARGES. Mr. MARMANDE begs to offer to the public his Shampoo Wash made by Mons. Finand who has had many years experience and guary antees it to keep for any length of time in any

of any other establishment greatest luxury of the day. the reception of those who feel the necessity of n Tonsorial operation.

OREGON PINE SPARS AND LUMBER

Intimations.

STULTZ TAILOR AND OUTFITTER. DEALER in CHINESE SILKS of all kinds,

MATTING, PITH HATS, SUMMER BY SPECIAL APPOINTMENT, TAILOR TO H. R. H. THE DUKE OF BRABANT, NOW

KING OF THE BELGIANS, H.M. THE KING OF THE HAWAIIAN ISLANDS. No. 62, QUEEN'S ROAD CENTRAL. (Fourth Door West from Pottinger Street.)

TAILOR, DRAPER,

DEST Materials and a Perfect Fit Guaranteed

CHINESE SILK OF ALL KINDS, PITH HATS, BAMBOO BLINDS, &c., &c., &c.

COATS AND OTHER GARMENTS FOR EXPORTATION. N.B.—Note the address.

-CENTRAL. SIXTH DOOR WEST FROM POTTINGER STREET. Hongkong, 19th May, 1883.

NOTICE. THE Undersigned begs to inform the Ladies and Gentlemen of the Foreign Community that he has resigned his Partnership in the "NAM-SING TAILOR SHOP" and has Furchased an Interest in the "SZE HING LOONG SHOP," No. 100, Queen's Road Central, carrying on the Business of TAILORS, OUTFITTERS, and GENERAL MERCHANTS. He hopes by strict attention to Business and Selling the Best Class of Goods at Moderate Prices to receiv ca share of the patronage so liberally bestowed on

him in the past. AH NAM. Late (stout) Partner in the "NAM-SING Tailor Shop." Hongkong, 16th April, 1883. NOTICE.

HE Public are respectfully informed that the Undersigned has been trading at the undermentioned premises for the past 38 years as TAI-LOR, DRAPER, and GENERAL OUTFITTER. He has no connection whatever with any other firm trading under a similar name or style; and takes this opportunity of informing his old customers that their orders will receive the same careful attention in the future that has been given to them in the past. By supplying the Best Materials and Workmanship at MODERATE PRICES, and by promptly attending to all orders entrusted to his charge, he hopes to be favored with the patronage of his old customers

and the Public Generally. N.B.-Note the address. NAM SING, No. 84, Queen's Road Central, Opposite the Central Market.

Hongkong, 25th April, 1883. H Y HOY LEE.

MERCHANT TAILOR, HAT, & CAP MAKER. II AS for Sale, every description of Gentle-men's Scarves, Collars, Ties, Socks, Hats, &c., &c. Dealer in Chinese Silks of all kinds. Bamboo Blinds, Mattings of own Manufacture. China Teapots in bamboo covers, Rattan Chairs, Silk Coats a Specialite, a perfect fit and best

material guaranteed. No. 112, QUEEN'S ROAD CENTRAL Hongkong, 16th May, 1882. CHALE NAM.

E N GRAVER WATCHES CLEANED AND REPAIRED ON MODERATE TERMS ALL WORK GUARANTEED. JEWELRY MADE AND REPAIRED. No. 72, WELLINGTON STREET,

HONGKONG

WATCH MAKER

Hongkong, 6th April, 1882. YEU QUA CHIP, PORTRAIT, AND MINIATURE PAINTER PHOTOGRAPHIC VIEWS!

LANDSCAPER IN OIL AND WATER COLORS. All Work Executed by First-Class Artists. IVORY MINIATURES A SPECIALITE. SATISFACTION GUARANTEED. No. 52, C., QUEEN'S ROAD CENTRAL, UPSTAIRS. HONGKONG.

Hongkong, 4th April, 1883. WAI SAN YAT PO." A CHINESE DAILY NEWSPAPER with wide circulation in the Colony and at of FOUR DOLLARS per Annum. It is an ex-

TOKEKE

Mr. MARMANDE will receive direct from Paris a large Consignment of Perfumery and other Toilet requisites which will be open for inspection, and he is prepared to supply the same at prices which will compare favorably with those of any other establishment. The Saloon is cool and siry, being supplied and for longer periods according to arrangement with Punkaha, and the local Shampoo is the Hongkons, 16th October, 1883.

the other Ports, at the Moderate Subscription cellent medium for ADVERTISERS at Strictly Moderate Charges Guaranteed circulation of over 1,000 Copies. Communications to be addressed to the Proprietor, LUK KE SHUN. No. 9, Gough Street. Hongkong, 10th February, 1883

The Saloon is open from 7 A.M. till 7 P.M. for the reception of those who feel the necessity of RAZORS MOST CAREFULLY RESET. Hongkong, 19th June, 1883

HONGKONG, TYMBER,

YARD, WANCHAIL

REGON PINE, SPARS, AND LUMBER

Floregons, 19th June, 1883

CHALWAYS ON HAND.

ALWAYS ON HAND.

Proprietor:

Control of the April 1883.

Hongkong, 31st March, 1883.

GENERAL OUTFITTER.

MODERATE PRICES DEALER IN

WHOLESALE MANUFACTURE OF

No. 66, QUEEN'S

MARINE COURT OF INQUIRY INTO THE LOSS OF THE STEAM-SHIP "SPARK"

A Marine Court of enquiry was commenced at the Hafbour Master's Office this morning into the loss of the steamer Spark, which was wrecked off Cami Point on the 21st ultimo. The following gentlemen formed the could :-- Mr. H. G. Thomsett, R.N., (president), Lieut. G. W. Balliston, R.N., Mr. W. N. Allison, master of the steamship Feilung, and Mr. W. Le Lacheur, master of the British bark Channel Queen. Cap tain Rose, lately in command of the Spark, was represented by Mr. H. M. Baily, barrister-at-

In opening the proceedings the President read the following letter:-Hoihow, 24th July, 1883.

Captain THOMSKIT.

DEAR SIE, The steamer Spark was lost on Cape Cami. Saturday evening, at 8, 70, and is now a total w.eck, several junks alongside breaking her up and plundering everything. The sea was calm and splendid moon. If the Captain had been in his proper senses it would never have occurred.

I now wait the steamer Nam Vian to see if anything can be saved and will return by her to Hongkong. In the meantime the Consul is sending sy of the crew also the Captain to Hongkong After the ship was on shore the Captain cooly went to bed evidently to sleep off the effects (I of drink) and left everything to the crew to save themselves the best way they could. I tried to get him to assist us in the morning, but he seemed to have no recollection of what had occurred, and would not leave although should like a Court of Enquiry to be held, as it is a shame

low property to be tousted in a man's control such as Captain

Registered owner. Captain Rose on being called said :- I am master mariner. My certificate was obtained in Hongkong and is numbered, I think, 772. was lost with the ship. I have previously been in command of a steamer, the Ruri Maru, and was in her about five months and made trips in her to Hainan and Haiphong. I joined the Spark in Hongkong about a month ago. The crew of the Spark, with the exception of the engineer, was composed of Chinese. There was no cargo on board the ship excepting two boxes which were for the owner. We had only coals on board for the steamer's use The Spark arrived at Hoihow on the 21st July and left again on the same day at 4.30 p.m. The chief engineer who was on board at the time we left Hongkong was not then on board, having left the ship at Macao to bring back the steam launch which had got disabled. Jameson, the registered owner of the vessel, took charge of the engines at Macao and remained in charge up to the time of the wreck. When we left Holhow there was a light breeze blowing: the weather was cloudy with occasional rain squalls, and the water was, smooth. After running about five miles to the N.W. at 5 p.m. I altered the course to W. 1 N.; at 6.20 the ship was going about o knots with a one knot tide; the helmsman and the man on the lookout were instructed to call me if anything was seen. then went into the saloon with the chief engineer to have dinner. At 6.45, on coming out of the saloon I saw broken water on the beam and directly ordered the helm to be put hard a starboard but the ship took the ground immediately, bumping very slightly. The engines were stopped and reversed but the shi filled with water in a few minutes so I stopped the engines.... Cape Cami Point was then about one mile north. The boats were then cleared and lowered, the weather being fine and the water The chief engineer and 'crew took to the boats at once. I told the chief engineer that we were perfectly safe and he had better tomain on the vessel, but they all left the ship. I not remonstrate further with the chief engineer and crew but determined to remain on board myself in the hope that assistance would be obtained. The upper deck was not under water, being all twenty feet above it. board till the afternoon At 3 a.m. the ship was rounded by piratical boats the crews which boarded before daylight and began

kong by the Mongkut on the same day. By Mr. Thomsett.—Did you report to the Consul that Mr. Jameson and the crew had descried the ship.

to loot, stripping the ship of everything move-

able, myself being unable to stop the plun-

dering. At 8.30 a.m. I left the ship in a

junk and went on shore to Cami Point to

shore there by the people until 6 a.m. on the

23rd. I could not get away from there before as

I could not get a junk to take me. I was taken

was riding about four or five hours. The Chinese

provided me with the horse. I then got a small

unk to take me over to Hollow and paid the

lunk people \$15 for their work. On the morning

of the 22nd when I left the ship she was lying

in an upright position. The chart now in court

loss of the ship to the consul and made the

ordinary protest, and was forwarded on to Hong-

is similar to the one by which the ship

navigated. On getting to Holhow I reported

on horseback to a place abreast of Hoihow.

try and get assistance. I was detained

Captain Rose. - I told the Consul that the engineer and crew had left the ship before I did. told the consul that they had descried the ship. To the Court—I have nothing further to add to what I have already stated.

Captain Thomsett-I may tell you Captain Rose that the Consul says nothing in his letter to me of your having reported to him that the engineer and crew had deserted the ship. :Captain Rose-I have made no application

for a court of enquiry since I came here, but I mentioned to the Consul at Holhow that I would like an enquiry to be made, and he then said that the enquiry would have to be done in Hongkong. By the Court.—From the time of leaving Hole how to the ship's getting on shore I made no use of the lead. I could see about a couple of I on deck between the time I left dinner and 8.20. miles off when the ship struck; the moon was up and the weather was much the same the whole of standing close to the funnel. I went into the the way from Hoibow! The rain squalls hanging | cabin and the captain followed me when we each

round prevented me from seeing more than two had some brandy and water. The captain had miles. I was steering past Cape Cami about three ino more to drink in my presence. I heard the to four miles of the southward of it. I did not use | captain give the order "hard a-starboard." The the lead as I considered I was on a perfectly safe, captain was not sober at B.20; my reason for say course. I attribute the loss of the ship to the ling the was not sober was because he course being altered while I was at dinner. Was staggering, and was not sober. He correct by the steering from here to Holhow, and it was his desire that we should pro-

When I altered the course at 5 p.m. I saw the coed on that day as the weather was favorbanks indistinctly, being then some three or lable. I thought at the time of leaving Holhow four miles distant. The tide was setting to that the captain was capable of taking the the westward. It did not occur to me with ship to sea. When the ship struck I ask-the westerly set of the tide that the ship ed him what he intended doing, as the would be driven into the bay. I had a book of engineer is subordinate to the captain directions, viz., the "China Pilot." I was so cer- The captain did not ask me to stay on tain of my compasses being correct that I did not board the ship after she struck as there was no think it necessary to cast the lead before going danger, he merely went to his cabin and said

very irregular. I was on deck when the ship I will swear that the boats were not lowered bestruck as was also the chief engineer, a Chinese fore 9.30; they were not lowered immediately af the difficulty? The present administration shows CLOCK-MAKERS, engineer being below in the engine room. As ter she struck. I remained on board the Spark its sense of duty, as we pointed out a forthight. JEWELLERS, SILVER-SMITHS, AND soon as I came out of the cable I saw the till three next morning. After the ship struck I ago, by reducing the standard of age to eighteen, bouts themselves. The chief engineer said the The captain was then suffering from the effects to say that this wretched makeshift will simply for Louis Audemans. Watches; awarded the

John Watt Jamieson—Stated that he was a superintending engineer in Saigon. He has no English certificate as an engineer, his certificate being a French one. He has been an engineer since 1804, and was the registered owner of the Spark. He took charge of the engines of the Spark in Macao when the chief engineer left her to come to Hongkong with the steam launch They left Hoihow at 4.30 p.m. on July 21st. The weather was fine and the steamer was going about 8 knots. At 6 p.m. he went into the saloon to have dinner with the captain when he told the captain that the Ping On had been on Cape Cami and that the captains of the Sallee and Nam Vian gave it a wide berth. At 6.30 he went from the cabin to the engine room and changed the watches at 8 p.m. when everything was going well in the engine room. At 8.20 hc went up on deck to cool himself and have some refreshment. He went into the saloon with the captain when they had a brandy and water each. The time they were in the cabin would be about three or four minutes when they left the cabin together. On going forward he remarked to the captain that he saw the land quite close, and at the same time he saw broken water on both bows which he also pointed out to the captain, and went down to the engine room, by this time hearing the captain give orders to "hard a-starboard" and stop the engines. The engines were stopped at 8.30, when the vessel struck. He received orders to go astern from the captain, and afterwards to go ahead, but had

to stop as a rock came through the ship's bottom into the engine room, the water coming in and putting the fires out. He opened the safety valve, went on : deck and reported to the captain that the rocks were through the ship's bottom and that the hold was filling with water. The captain asked him to put the engines astern which could not be done as the ship was fast and there was no steam. He waited on deck about ten minutes and received no further orders. The captain burned one blue light and afterwards went into his cabin. The ship was upright all the time. From the upper deck to the water would be about oft. About 9.30 he went to the captain's cabin and found him fast asleep in his bed. He tried to awaken the captain but did not succeed, and then called the boatswain, two quartermasters and some of the firemen and the steward to see the state the captain was in. He then got the three boats over the side and burned some blue lights when a junk came in sight. He sent a boat to the junk to bring the captain of her on board the Spark. When the captain of the junk came on board he arranged with him to take the crew and their effects to Holhow for \$100. The effects of the crew were put into the two ship's boats and sent on board junk, the captain being asleep all the He remained by the ship with the boat-

and steward while the boats were away

until 3 p.m. next morning, when he saw people

from the shore making for the ship. He took the

rifles and fired a few shots in the air. The boatswain and steward began to get afraid when they saw the people coming in the boats and wanted to go to the junk. He then went and tried to waken the captain but could not do He left the Spark with the men, leaving the -captain in his cabin, and slept on the junk till daylight, when he put four men in the boat and returned to the Spark. He went to the captain's room and found him sitting in a chair in front of the wheelhouse sound asleep. He took him by the shoulder and woke him up when opened his eyes and said "how's her head," and also asked what steam he had been carrying all night, and did not seem to know the ship was a wreck. He took him by the arm and led him to the ship's side and showed him the rocks all round her. The captain then remarked many a better man has lost his ship," when he left him in disgust and went down to

see how many rocks were though the shin's

bettom. He found three rocks of about four feet

in diameter and saw the case was hopeless. The pirates were about twenty yards away at this time and he had to take out his revolver to keep them off. He then went on the Spark and asked the captain to save what things he had and come to Hoihow for assistance, but the captain would not leave the vessel, so he left her about 8 o'clock a.m. on the 22nd and went on board the junk. At 8.30 he sent the boatswain four men back to the Spark with the two boats and a rifle and also asked them to try and get the captain to come on board the junk. The boatswain and four men returned in one of the boats about ten minutes after and reported that the captain was sound asleep. The new boat and the rifle were left behind, but no men He then started for Holhow and arrived there at 1 p.m. on the 23rd. He went to the English consul there and reported the wreck of the Spark and asked him to take the depositions of the men, and told him the captain had been left be-He also saw the head mandarin at Holhow who promised to despatch a war junk to the of the wreck. He saw the captain Hollow on the morning of the 24th about to o'clock in the office of Messre Herton & Co., when the captain asked him for

Sig to pay the junk people. He gave him the money for which he got a receipt, the money being payable in Hongkong. No further conversation took place between them. The captain left Holhow in the Mongkul on the morning of the 25th. He went to see the consul while the captain was in Holhow but not in the presence of the captain. The consul told him the captain had been there to sign a protest. was not told by the consul that the captain had made any complaint against him or any of the crew. Mr. Mackie did not leave Hongkong in the Spark.

By Mr. H. M. Balley-I did not see the breakers when I came out of the cabin from dinner. We had a quart of stout at dinner between us, but cannot remember that we had anything else to drink. We talked together in a friendly way during dinner. Ato.30 I left the cabin and went down into the enginerpom: I have sworn that the Spark did not strike before 7 o'clock. I was once I When I came on deck at 8.20 the captain was

By Lieut. Balliston.—I found my compasses had been drinking all day on the 21st down to dinner. The tides there are ship was breaking up and we had better leave her. here, and ordered the helm hard a starboard did not see much of the captain during the next the standard of height to 5 feet 3 inches five stopped the engines. I gave the crew no half bour. When I went to the wreck at daylight feet three inches |- and by a pettifogging dodge NAUTICAL INSTRUMENTS. rs to leave the ship; they took the there had been nothing taken away from her. of permissive long service. We do not hesitate

the heads of the natives who were coming close | tionally heavy, only 29,000 recruits came forward. to us to let them know we had firearms. The We want 36,000 this year. statements of the captain that the ship struck at | The fact is, however, that even if the full 6.45, p. m, and that she was looted by 3 o'clock | complement is found, it will not be of the right next morning are laise. When I reported the | quality; it will, in short, be worse than uscless.

stated that the captain had been drinking. the Spark because he would not leave her. I tried to carry him. None of the crew would re- | vice. It may be said with perfect justice of our main as they were afraid of the people on shore. present home army that more than half of it is went to Hoihow for assistance. The ship was inefficient, being physically immature and i hought here for \$13,000, and she was insured for sufficiently trained. If the country became \$8,000, but when she left here she had cost involved in a great war, the only thing that might

At this stage of the proceedings the Court was adjourned till half-past 2 o'clock.

On the court re-assembling after tiffin, Chow Asing was called and said—I was boatswain of the Spark. I recollect being on board the Spark at Hoihow on the 21st of July. The steamer, left that day at 4.30 p.m. ' The weather was fine. recollect the yessel striking the shore. I was asleep and it woke me, up and I aft to the stern to see whether the vessel could get off the shore or not, I did not see the captain as he was, at the bow of the vessel. I knew he was forward as I could see. I did not go to the captain's cabin. The captain was asleep in a chair. I had not seen him asleop before this. I had not been on board a junk before half-past three. I saw the captain asleep at half-past three. He was still asleep in the chair at the time when I went on board the junk. The chair was near the wheel house. "Mr. Jameson asked the captain to go on board the junk. I understand t little English. I have been on board the Kaugug Saug, belonging to Jardine, Matheson & Co. I have been to years in English ships. It was three o'clock in the morning when Mr. Jameson tried to get the captain to go on board the junk. The captain said "I won't go, you go yourself." I took no arms or pistols from the ship. I do not steer the ship. I left the ship with Mr. Jameson at 3.30 a.m. I saw 7 or 8 pirates come on board from the shore I am sure the captain was asleen when I saw him in the chair. The chair was abast the wheel house. see the captain in Mr. Jameson asked me to lower the boats at about to o'clock; no boat was lowered before that time. The ship struck at 8.30 p.m. The captain gave no orders regarding the ship; he did not go below and examine whether any damage was done; He was in the wheel house asleep when the boats were lowered. I was afraid of the pirates and spoke about it to Mr.

The inquiry was proceeding when we went

SOME FACTS ABOUT THE ARMY

A keen foreign critic recently observed that at the present time the state of its army organisation forms the darkest point in Great Britain He stated further, also, and with equal truth that in the existing oircumstances of Europe a peaceful-future-can-only-be-built:on-a present armed to the teeth; and that England, with the peculiar necessities of her empire, should be able to endure even a world's concussion. These statements, indeed, are truisms; no one questions their truth, and it may be said that in this country practically no one understands their force and significance. Nevertheless, there are times when the iteration of them is necessary; and the present is an occasion of unusual urgency.

For the fact is that at this moment the strength of the British army is practically 20,000 men below that prescribed by law. There is a deficiency of more than 8,000 in the home army alone, and in India, where of all places in the world our forces should be thoroughly complete, the numbers are actually 5,000 below the much-reduced establishment which now obtains there. All manner of ingenious explanations of this state of, things have been invented; the argumentative red herring has been trailed with unwonted dexterity, and the frantic efforts made in some quarters to disguise the truth would be beneath contempt if they were not palpably unpatriotic. But the facts are so strong and startling that

obfuscation is impossible. A considerable idea of the causes of failure is to be gathered from the last general annual return of the British army, which was published a few months ago. It is true that the information there given is not brought down to later than lanuary 1st. 1882. But the facts are not the less significant for that. They are indeed very like those brought to light by Lord Airey's Committee. In 1881 it appears that 26,258 recruits were enlisted; 3,449-or 131 per 1,000 —had disappeared before the end of the year. But that is not all. By the end of that year the army had also lost 239 per 1,000 of the recruits enlisted in 1880, and 256 per 1,000 of those enlisted in 1879. These figures show that one fourth of the recruits who join the army disappear before the end of their second year, at a yearly cost to the country of half a million sterling—which, as Sir Lintorn Simmons said the other day, had better have been thrown away; because, although then it would be equally wasted, it would not have done harm, This terrible waste, however, does not stop with the third year of service. Of 122,281 recruits who joined during the first six years of shor service-1870 to 1875-it appears that the whole number still serving or liable to serve at the date of the returns was only 58,673-nothing less than a loss of 63,608 men, or 529 per 1,000. had entirely disappeared in less than twelve years; and of those who joined in 1875 443 per 1,000 had been lost in less than six years. Of these last more than one half deserted, or were dismissed as incorrigible black-

The return further declares that, during the last three years to which it refers, the average number of recruits was 2.872 less than the average of the three preceding years, with the result that in 1881 the supply of recruits was so defective that it became necessary to indent on the reserve; and, notwithstanding the adoption of territorial regiments, the changes in methods of enlistment, and the improvements in the pay and status of non-commissioned officers, 900 of the reserve men were re-enrolled in order to keep the Army at its required strength. But as the supply diminishes, so increases the demand. The returns show that the vacancies caused by completed terms of service, and transfer to the reserve, increase year by year. Thus in 1882 the gaps stood at 17,500, as against 11,054 in 1881. The meaning of these, in conjunction with other figures which we need not detail here, is that in the present year about 16,000 recruits are required to fill up vacancies. There is not, however, the slightest prospect of obtaining the full number. Disintegration is a mild description of the

state of things here indicated. But how does the present administration meet ship was breaking up and advised me to leave of drink and I left him there because I could not | multiply the difficulty and the expense; and it is look-out when myself and the chief engineer came. captain was capable of mavigating her safely. there was the largest total of recruits ever known on deck. The look out man did not call me. At three in the morning I fired some shots over in this country, and requirements were excep-

loss of the vessel to the consul at Hollow I That plain truth was brought out with startling emphasis by the Egyptian War, when out of a By the Court.—I left the captain behind on the | nominal home army of 92,000 men it would seem that not niore than 20,0 o were found fit for serbe reasonably expected is a shameful breakdown, and a rude awakening of the people to the fact. It is a striking sign of the times that, with the army in such a condition as it has never been before, and quite unworthy of our reputed common-sense and our military traditions, every nerve is being strained to convert our coast into a frontier by means of a Channel tunnel. The Channel tunnel means conscription.

> The difficulties of the situation, however, are npt to be conquered by any such methods as those recently proposed by Lord Hartington. A reduction of the physical standard and the limit of age may fill the ranks with material that looks well on paper and swells the returns, to the fascination of that paragon of sensibility and foresight the British taxpayer. But on the first emergency it will be found utterly worthless: with the natural consequence of a rush for help to the reserves, and the waste of millions of public money. It really would appear that Ministers thought their duty was not to provide an efficient army for service in war, but merely to support so many thousand men at the expense of the State. The question here is not a question of long or short service. merely, it is a question of army or no army. is perfectly certain that, but for occasional spasms of timed tinkering, the whole force would disappear in a short time by a natural process waste. That process of waste is almost entirely due to the worthless material which enters the ranks. To get better stuff it is necessary to pay a better price. But the actual pay. of the soldier is to-day 11d. a day less than it was in the days of long service. The half-amillion above referred to as annually wasted would, if properly applied, give 2d. a day more to every man in the service. The truth is, however, that with a voluntary system like ours the army is nothing if it is not popular. It is certainly not very popular now; therefore now it is not of much account. The chief way to make it popular is to increase the pay and prospects, to make it, in short, a respectable calling for respectable men. And until this is done, or at all events until something is done in this direction, we may look in vain either for diminution of waste or for increase of efficiency.—Overland Mail.

The term "dude" is now applied to those dandified young society chaps in New York who are "just too nice for anything." The word is changed from dodo, an extinct member of the duck species, the peculiarity of which was its ridiculously small wings and tail on a big, puffed-

To-day's Advertisements.

UNION LINE.

FOR NEW YORK, -via SUEZ-CANAL THE Steamship

"YORKSHIRE," Captain Arnold, will be despatched for the above Port, on FRIDAY, the 10th instant, at NOON.

For Freight or Passage, apply to RUSSELL & Co. Hongkong, 4th August, 1883.

FOR HOIHOW AND PAKHOI. THE Steamship

Captain McCaslin, will be despatched for the

above Ports, on TUESDAY, the 7th instant, For Freight or Passage, apply to Hongkong, 4th August, 1883.

TIE CHUNG, Ships' Plumber, Black-

SMITH, &c., &c., has REMOVED from No. 15, Queen's Road East, to No. 6, Peel Street, close to No. 120, Queen's Road Central. Hongkong, 4th August, 1883.

Intimations.

D. K. GRIFFITH.

MANUFACTURER OF THE LONDON AERATED WATERS. BEACONSFIELD ARCADE, (Opposite the City Hall)

aving Purchased the entire Machinery of the late Mr. E. CHASTEL'S SODA WATER FACTORY is now prepared to execute the largest orders Of the men who enlisted in 1870 over 60 per for every description of Aerated Waters with promptness and despatch. SUPERIOR QUALITY

S G U A R A N T E E D. Consumers are Invited to try those carefully Manufactured "" SPARKLING WATERS. THREE BOZEN FOR ONE DOLLAR

All Orders and Communications should be addressed to The Factory. 7, BEACONSFIELD ARCADE Hongkong, 11th April, 1882.

GUEDES & CO. DRINTERS, STATIONERS, BOOKBINDERS. D'AGUILAR STREET.

EVERY KIND OF WORK EXECUTED WITH ACCURACY, NEATNESS, AND DESPATCH A BARTO SMELLERONG AND PORT AND LONG TO A SHORE VERY MODERATE TERMS.

SELECTED MATERIALS FOR MARKET REPORTS, Book-binding and Ruling in every style executed. at low rates. Workmanship Guaranteed. Hongkong, 23rd August, 1882.

CHS. J. GAUPP & CO. HRONOMETER, WATCH, AND OPTICIANS. CHARTS AND BOOKS.

SOLE AGENTS highest Prizes at every Exhibition ; and her.

By Captain Allason—The man was on the and I considered when we left Holhow that the numbers will be forthcoming. In 1876, when CELERRATED OPERAGLASSES MARINE NAUTICAL INSTRUMENTS GLASSES AND SPYCIASES. No. 38, QUEEN'S ROAD CENTRAL [478

Potices of Firms.

GREAT NORTHERN TELEGRAPH COMPANY.

N and after 1st August, 1883, Mr. V. V. H. HANSEN will take charge of this Company's Station.

C. A. SCHULTZ. Hongkong 31st July 1883.

NOTICE. TROM this date Messrs. RUSSELL & Co. will conduct our Business at this Port, and all Communications should be addressed to them.

Messrs. RUSSELL & Co. will also act as Agents at this Port for our line of Steamers. * GEO. R. STEVENS & Co. Hongkong, 1st August, 1883.

THE Undersigned, have this day taken Mr. RAPHAEL AARON GUBBAY into CO-PARTNERSHIP with me in my Business. The Business will henceforth be carried on under the style or Firm of "COHEN & GUBBAY."

NOTICE.

Hongkong, 1st August, 1883.

HAVE this day started as a SHARE and GENERAL BROKER. FRED. ESSEX.

Hongkong, 1st August; 1883.

WE have CLOSED Our Formosa Branch and the Business in Common Branch and the Business in Swatow will be carried on under the style of SCHAAR & Co. which Firm, Mr. CHARLES LANGE DE LA CAMP has been Authorized to Sign per Pro-

> DIRCKS & Co., . In Liquidation.

To be Let.

TO LET FURNISHED.

FOR THREE MONTHS. TO. 2, WESTBOURNE VILLAS

Hongkong, 23rd July, 1883.

For Particulars, Apply to Messrs. DANBY & LEIGH.

> ... TO BE LET, (WITH IMMEDIATE POSSESSION.)

FIVE COMMODIOUS and well VENTI LATED ROOMS suitable for OFFICES LATED ROOMS suitable for OFFICES or a FAMILY DWELLING HOUSE at No. 24. Praya Central, corner of Pottinger Street.

-Apply-on-the-Premises-F. VINCENOT, 24, Praya Central.

Hongkong, 1st July, 1883.

THE PREMISES now occupied by us, No. 11, Queen's Road Central. For further Particulars, apply to Messrs.

RUSSELL-&-Co. GEO. R. STEVENS & Co. Hongkong, 1st August, 1883.

FURNISHED ROOMS in the Hollywood Road, WITH or WITHOUT BOARD.

Private Family. For Particulars, apply to

Office of this paper. Hongkong, 7th July, 1883.

TO LET.

7. SEYMOUR TERRACE. 6. QUEEN'S ROAD CENTRAL lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.

Apply to DAVID SASSOON; SONS & Co.

Hongkong, 25th July, 1883. TO LET.

PEDDAR'S HILL WITH IMMEDIATE ENTRY. TWO SPACIOUS APARTMENTS. COOL AND AIRY.

For Particulars, apply to

Care of Hongkong Telegraph Office Hongkong, 6th July, 1833.

Intimations.

"CLARIDGE'S HOTEL" BROOK STREET, LONDON, W.

the two prints or any difference shall arise as to THE above is a Commodious and Suitable the construction thereof or otherwise with re-HOTEL for Families and Gentlemen going home from the Far East. It is under the direct able Management of Mr. and Mrs. GEORGE PRAGNELL who spare no pains is providing their visitors with every possible comfort. TERMS, MODERATE.

ROYAL YORK HOTEL OLD STEYNE. BRIGHTON. ENGLAND.

THE above HOTEL is Centrally situated, with Suitable Rooms and ample accommodation for travellers, especially those coming from Eastern Climates. FAMILIES and GENTLE-MKN will find every comfort they can wish for at the above establishment, at STRICTLY MOD-ERATE CHARGES.

A. HOADLY, The Proprietor.

J. M. GUEDES. TIOUSE AND LAND BROKER, II AUCTIONEER AND COMMISSION AGENT. As his product the new Process Les Cornes

NO. 33, WELLINGTON STREET, HONOKONG. Hongkong, 23rd January, 1882. F. D. GUEDES.

WINE MERCHANT AND GENERAL COMMISSION AGENT.

No. 5, D'AGUILAR STREET. II AS always on hand a large assortment of CHOICE WINES of the best quality, at Moderate Prices

Hongkong, and October, 1882. G. FALCONER & CO. TATATCH AND CHRONOMETER MANUFACTURERS

CHARTS AND BOOKS. No. 46, Queen's ROAD CENTRAL [471

J- Untimations.

THE DOUGLAS STEAMSHIP COMPANY,

Divided into 20,000 fully paid up Shares of & each, of which \$10 shall be paid on

Allotment. GENERAL MANAGERS Messrs, DOUGLAS LAPRAIK & Co.

Application and \$40 on

HONGKONG.

OHN S. LAPRAIK, Esq., (Chairman) (Messrs. Douglas Lapraik & Co.) HON. PHINEAS RYRIE,

(Messrs. TURNER & Co.) FREDERICK D. SASSOON, Esq. (Messrs. DAVID SASSOON, SONS & Co.) B. LAYTON,

(Messis, Gibb, Livingston & Co.) W. S. Y.OUNG, Esq., (Messrs. GILMAN & Co.)

THE HONGKONG AND SHANGHA BANKING CORPORATION.

-SOLICITORS -- AND -PUBLIC-NOTARIES Messis. BRERETON, WOTTON & DEACON. 35, Queen's Road, Victoria, Hongkong.

PROSPECTUS:

THE Company has been formed for the purpose of acquiring and taking over from the present Proprietors the Line of Steamers, the Wharf at Hongkong and other property, necessary for the said business which has been hitherto successfully managed by Messrs. DOUGLAS LAPRAIK & Co. and which was established by the late Mr. DOUGLAS LAP-RAIK in the year 1860.

The present Proprietors who are principally Merchants resident in England, and China, and who are desirous of retaining a considerable interest in the Company when formed, deem it advisable, with the object of further increasing the present remunerative business, to form a Limited Liability Company under the provisions of the Companies Ordinance in Hongkong provided in that behalf; and thus meet the requirements of a rapidly developing traffic in the China seas and elsewhere. From past working there is every reason to believe that Shareholders will receive a fair return on the investment of their capital.

THE FLEET OF THE COMPANY ARE:-The S.S. "ALBAY"..... 541 Tons.

"HAILOONG" 446 "FOKIEN"...... 815

"DOUGLAS ".....,1,566 " KWANGTUNG"......,1,056

The Vessels are all first class, built expressly for the trade, fitted with the best machinery, and are well found in every respect. The business is a going one, and as the trade is capable of great development, the Promoters hope by placing shares with those who can assure business to the Company, to be able to work the line to the satisfaction of those interested.

The Seven Steamers will be taken over at a valuation of \$852,500. This amount has been agreed upon with the Vendors, and will include the Goodwill of the DOUGLAS LINE. The present Proprietors are prepared to take at least 10,000 fully paid up shares and the remainder will be onered to the public.

The following is the only agreement that has [537] been entered into on behalf of the Company. AN AGREEMENT dated the 24th day of July, 1883, and made between JOHN STEWARD LAPRAIK, EDWARD PETTIT, GEORGE HARPER, JOHN EWART. ROBERT ELLIS BAKER EDWARD FORD DUNCANSON GEORGE GIBB, JOSEPH WINGYETT HUNT, WILLIAM MANGER, ELDRED

HALTON and Messrs. DOUGLAS LAP-

RAIK & Co., of the one part and FREDERICK GARDEN (a Trustee for the intended Company) of the other part, Copies of the above Agreement, and of the Memorandum and Articles of Association, can be inspected by intending subscribers at the Office of Messrs, DOUGLAS LAPRAIK & Co., at Hongkong, and at the Office of Messrs. BRERETON, WOTTON & DEACON, 35.

Queen's Road, Hongkong, If no allotment is made the deposit will be returned, and if a smaller number of Shares be alloted than applied for, the surplus of the deposit will be applicable to the payment of the amount due on allotment. If any instalment is not duly paid, the allotment will be liable to cancellation. and the payments previously made to forfeiture. This Prospectus is printed in English and

Chinese and in case any variance exists between

ference thereto the English print thereof shall Application for shares must be made in the Form accompanying this Prospectus, and forms may be had at the Head Office of the HONG-KONG and SHANGHAI BANKING COR-PORATION at Hongkong, and also at any of its Branches in China and elsewhere,

Closing dates 20th August 1883 for places other than Hongkong, and 31st August 1883 for Hongkong. Hongkong, 24th July, 1883.

FORM OF APPLICATION.

THE GENERAL MANAGERS OF THE DOUGLAS STEAMSHIP COMPANY, LIMITED,

HONGKONG. Having paid to your credit at the Hongkong AND SHANGHAI BANKING CORPORATION the sum of \$.....being a deposit of \$10 per Share upon.....Shares of the above Company,request you to allot to..... that number of shares in the above Company upon the terms of the Company's Prospectus, agree to accept the same or any less number that may be allotted torribed and to pay the balance due thereon according to the terms of the Prospectus and.....hereby authorize.....name to be entered on the register of members of the Company for the Share or Shares so allotted and.....

hereby agree to subscribe to the Articles of Association when required so to do

Signature

Untimations.

A, S. WATSON & CO.

LAMILY AND DISPENSING CHEMISTS, .

WHOLESALE AND RETAIL DRUGGISTS, DRUGGISTS' SUNDRYMEN, PERFUMERS,

IMPORTERS AND EXPORTERS

MANILA CIGARS, WINE AND SPIRIT MERCHANTS,

MANUFACTURERS

RATED WATERS. THE HONGKONG DISPENSARY,

SHANGHAIPHARMAC 24, NANKIN ROAD, SHANGHAL,

ESTABLISHED A.D. 1841. . .

BOTICA INGLESA, 14, ESCOLTA, MANILA.

-THE-CANTON-DISPENSARY, CANTON.

THE DISPENSARY, FOOCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be adhas so clearly been devised and put into dressed to the "Manager, Hongkong Telegraph" and not to the Editor. Letters on Editorial matters to be sent to "Th

Editor" and not to individual members of the Communications intended for publication must

be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public history of the English bar. We mean interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS. Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS. Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subcribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

HONGKONG, SATURDAY, AUGUST-4,-1883.

THE recent action of Mr. Jno. J. FRANCIS. barrister-at-law, in issuing the circular letter to the solicitors practising in this colony in which he expressed his intention of accepting no retainers and transacting no description of business after the first of the present month, whether in or out of Court, except for cash, is a departure from the traditions of the profession as startling as it is unique. During his highly successful career in Hongkong as attorney, counsel and even on the bench as puisne judge, Mr Francis has on many occasions developed a praiseworthy spirit of manly independence in the cause of practical reform; and the supreme indifference and contempt he has at times exhibited for the ridiculous and thread-bare antiquities, known as, or rather misnamed legal formalities, which in many instances bring so-called courts of justice to the level of a Punch and Judy show, prove that we have at least one intelligent lawyer who is not wedded to obsolete practices and childish mummerles. But even for a man of the learned barrister's well known common-sense, liberal ideas, progressive tendencies, strength of will and determinationand shall we say obstinacy? there a boldness, an audacity in his recent crusade against a custom which his authority we are quite prepared to believe has frequently proved an intolerable nuisance, the judiciousness of which, may perhaps under all circumstances be fairly questioned. Mr. Francis's summary action. has certainly caused profound astonishment and led to a considerable amount of acrimonious discussion in the legal circles of the colony.

However, as we can safely allow the legal gentlemen to settle their differences amongst themselves, the most interesting question, so far as the public is concerned, is-in what manner will the new rule introduced by Mr. Francis tend to decrease the expenses attending litigation? The circular letter containing the manifesto alluded to runs as follows:-

Gentlemen. — The present system, or, no-system, of adjusting and settling face of Counsel is so irregular and inconvenient, so wide a departure from the theory of the thing and tends so seriously to diminish business by largely increasing the necessary expenses of litigation, that I have, efter long and exmest consideration, decided to revert, in my own practice, to a cash

May I beg of you therefore to take notice, that from August 1st next, I shall accept no retainers and transact no business, whother in or out of Court, except for cash.

I have conferred with the Registray and ascertained from him what are the food allowed on taxation in ordinary cases, and I shall be content as a general rule to accept fees in accordance

I trust that this determination of mine will not cause you any inconvenience. Of one thing I am sure, and that is, that any temporary inconvenience you may be put to in the first instance will be more than compensated for in the long run by increased business and greater case and simplicity in the transaction of it. It will be observed that although Mr. Francis makes what seems a rather vague allusion to a system or no-system of adjusting and settling fees, which, he says, tends seriously to diminish business by

advantage; no quid pro quo offered to clients for being called upon in all cases to pay the lawyers' fees in advance. As a matter of fact no reduction of fees of decrease of the expenses attending litigation appears to be contemplated. The learned barrister | THE American doctors have got hold of a man has conferred with the Registrar, and as a general rule he will be content to accept fees in accordance with the scale based on what is allowed on taxation in ordinary cases. That, as a matter of fact, is what wheat crop at 425 million bushels. the public have hitherto paid, as a general rule, for legal assistance. So far as we can see, the only manner in which litigants will be affected by this startling innovation is that in all cases where the services of Mr. FRANCIS are desired, the fees must be paid in advance; and so far as our personal air, "My father always gets good mothers for experience in Hongkong goes this has me!" always been the invariable rule. Still it has apparently not been the rule in all cases, and Granville in reply to a question said it was inhave had occasionally some trouble to forcements have been ordered to Madagascar, even to go without either retainer or refresher at times, there can be no denying

that these serious inconveniences form a

sufficient raison d'être to justify the resolu-

tion put into force by Mr. Jno. J. FRANCIS.

Only the notion that the public are to re-

operation for the sole benefit of that worthy

counsel and his confrères, should never have

been advanced. So far as the custom amongst barristers in regard to their fees is concerned it is undoubted that Mr. Francis has adopted a course probably hitherto unknown in the only so far as his insisting on conducting in future the whole of his professional business on a cash system. It has always been the general custom in England when a solicitor handed the barrister his brief, or other instructions, by means of which his professional services are retained, to either pay the fee, or endorse the amount to be paid on the brief, which to our un-

sophisticated mind appears practically one and the same thing. This is still; we believe, the practice at the English bar; but we happen to know that in Scotland the prepayment of an advocate's fee is the rigid etiquette of the profession, and to a great extent the Scottish practice has been adopted in Ireland. In the face of Mr. Francis' statement as to what fees he is prepared to accept on the cash system, it may be interesting to note that the law, or custom, has laid it down that a barrister's fee is not a matter of express contract or stipulation, recoverable at law like an attorney's bill of costs, but is regarded as a mere honorary reward—quiddam honorarium as it is technically termed in the law books. There are, therefore, no means of enforcing payment, which leaves the barrister in the not altogether satisfactory position of having nothing to rely on but the honor and good faith of those who, employ him. The only exception to this is where it can be proved that the client has actually paid the fee to the solicitor, when, in certain special cases, counsel may maintain an action for the amount.

There may possibly be a great deal more in the letter circulated by Mr. Francis than a cursory perusal of its four paragraphs has enabled us to discover; however, as we have already indicated, the question is one which really concerns the legal profession far more than it does the community at large. What the public require is the introduction of a local ordinance to regulate the fees of counsel, attorneys, &c, In one of the old ordinances, either 14 of 1856 or 7 of 1862, a table of fees is published, but the ordinance has either been repealed or set aside in some other way. as the question of fees is left entirely to -the-discretion-of-the-lawyer_who-draws. up the bill of costs, subject to taxation and revision by the Registrar, who in turn is under the direction of the judges. This it must be acknowledged is a highly unsatisfactory state of affairs, and if Si GRORGE PHILLIPPO could only manage to spare time to draw out a carefully considered scale of fees, not only for counsel and attorneys but for all court, and other charges incidental to litigation, embody the same in an ordinance, and with the assistance of the Attorney General pass it through the Legislative Council, he would establish a substantial claim to the gratitude of a heavily taxed community.

TELEGRAMS.

LONDON, August 2nd. THE TENANTS COMPENSATION BILL The House of Commons has finally passed the Tenants' Compensation Bill.

LOCAL AND GENERAL.

A DEMAND for a revision of the Constitution of France has been made by a gathering of 1,800 Socialists in Paris.

In view of the immense number manufactured, the wonder is what becomes of all the pins, largely increasing the necessary expenses | doctors and lawyers.

of litigation, there is actually no visible "CARRIAGES and other conveyances, including a first-class hearse," are among the attractions offered at a Scotch hotel. .

As a proof that "One touch of nature makes the whole world kin," observe how friendly strangers become at a dog fight

whose heart is on the right side. They are now searching his feet for his brains.

A TELEGRAM from Chicago to the London newspapers, dated July 12th, estimates the American

THE Standard of the 13th ultimo, publishes paragraph stating that the Ameer of Afghanistan is to receive a subsidy of twelve lakhs.

A BRIGHT youngster of five years, being told that his new stepmother-his second one-would be a good mother to him, replied with a satisfied

In the House of Lords on the 12th ulto. Lord as we presume that learned barristers expedient to make any statement whether reinobtain their fees, and perhaps have had because there was little doubt-that France will make reparation for the outrages committed ...

AT-a largely-attended meeting of shipowners held in London on July 12th, resolutions were adopted condemning the agreement made by the Government with M. de Lesseps for the construction of a second Suez Canal, because of its one-sided character. The resolutions state that ceive any advantages from a rule which the English position is unimproved, and the representation of England on the Board is inadequate. Reduction of tolls is also regarded as re-

> palms are in full bearing, the net income from Every month 200 to 500 nuts are planted, and the owner intends to put into-every available spot on the island.

THE Rev. Dr. Dickinson, in an address before the Baptist ministers of New York upon the outlook in the South, illustrated his view with a story of an old Southern Baptist elder who managed to bring into every sermon he preached the sentiment that all-things work together for good. In Sherman's march to the sea the elder's house was burned, and his cow and pigs were set adrift. The old man was found sorrowfully sitting under an apple tree. He was deaf, and his questioner shouted: "What do you think now of your theory that all things work together for good to those who trust in the Lord?" The elder shook his head and said: "Ithink the Lord is carrying this thing a little too fan,"

THE Nihilists have issued a new manifesto. occupying twelve small octavo pages, which, while it admits the discouragement they have sustained by the loss of their best leaders, and their distress for want of means, expresses the determination of the revolutionists to carry on the fight for " land and liberty." The condition of the people of Russia is asserted to be going from bad to worse; and it is stated that there is a widespread feeling of "discontent" with the do-nothing policy which has hitherto distinguished the reign of Alexander III, above those of any of his predecessors. The life of the Emperor is not directly threatened; but it is distinctly stated that the assassination of his father was due to his obstinate inattention to the legitimate wants and wishes of his people The document ends with a reference to the war with Germany which the Government is drifting towards, to the sure defeat and disgrace of Russia. The last words of the manifesto are:-"The party will continue to pursue arbitrary power into its last hiding-places, and your part fellow-citizens, is to furnish the necessary sinews

of warr so let us be allies!" BOARDING-HOUSE Christianity, says the Sydney Bullatin, is the newest phase of religious revival. An advertisement appeared in a contemporary, the other day, to the effect that "a Christian gentleman requiring nice home, where perienced in that holy hash-house will mutton bone which he said he had seen on the table for a fortnight. The landledy replied that such a thing had never been said of her house before; lots of people had stayed in her house and always went away reluctantly. Which very probably they did: nobody ever leaves cheerfully in a coffin. Then she went into hysterics. And then the cook, carried away by her feelings, got drunk out of sympathy, and vious raids. Next time we go to's boarding-house; we shall make sure before hand that it is kept by a pagan or an infidel. Advertising-boarding-

But the two don't seem to mix well-

FROM the German: Rich uncle to his physician: "So you think there is hope for me?" "Not only that, but I assure you that you are saved." "Very well, I wish you would inform my nephew, but break the news gently to him."

PROFESSOR Liebeg states that 1460 quarts of the best Bavarian beer contain exactly the nutriment of a 211b, foaf of bread. Very well. But the Professor doesn't seem to know that 21 quarts of beer contain more funthan 1460lbs, of bread.

A HARLEM young man who took his affianced to hear the divine singer, Nilsson, warble her sweetest songs, asked the young lady how she liked the singer's repertoire. "Very well indeed; I think it fits her beautifully," was the surprising

A YOUNG Chicago lawyer has been cowhided for kissing a female book agent. He got off a dea easier than if he had subcribed for her book " in seventy-two parts, price 50 cents a number," and had delivered to him four parts a mounth for three years.

A CORRESPONDENT in the north sends us a few interesting particulars of a visit he recently paid to the celebrated Taku forts, and other places in the vicinity. He says that at the mouth of the Pactang River, where the water is very shallow, a. large mud fort, with an outlying work on each side, has been constructed on either bank of the stream, at the exact spot where the British troops landed in 1860 for the second expedition against' the Taku forts, when the Chinese were taker in reverse and the object of the expedition accomplished. The mud forts alluded to above were not in existence then. The party with whom our gratulations of the public upon his unlooked for correspondent was associated received every courtesy at the hands of the mandarin in charge, and after partaking of his lavish hospitality were We read that Captain Tucker has planted be- shown over the forts. The fort on the southern -tween-30,000 and 40,000 cocoa-nuts on his side contains four 15 centimetre Krupp guns station, Goode Island, five miles from Thursday mounted en barbette, six Vavasscurs-about to "the mirror of politeness and courtly-breed-been ordered north; and our last hope, Hill, late Island. Most of them are growing freely. In a forty pounders-and a lot of old muzzle loading few years the island will afford one of the smooth bores. The northern fort although rather prettiest sights in Queensland. As soon as the differently constructed as regards shape, is of course of the same material as the this plantation should be about £6000 per annum. other. Here there are five 15 centimetre Krupp guns, three smaller ones by the same maker and some smooth bore muzzle loaders. In neither of these forts are there any arrangements for flanking fire-a general failing in Chinese fortifications constructed by native talent-so that an enemy being once in the ditch can remain there comfortably until a favorable opportunity offers of improving their position. These forts are about 12 miles overland to Taku, and our correspondent, who has seen a considerable amount of military service in various parts of the world, is of opinion that it would be almost impossible to effect a landing there now, as was done in 1860, especially if a few torpedoes were placed in the channel. At Taku the Chinese have a large supply of torpedoes under the charge of an American. With reference to Taku our correspondent says that on the occasion of a previous visit he was only permitted to see a part of the fortifications. Now they have three 27 centimetre Krupp guns-that is about 11 inch 25 ton guns -and 30 smaller Krupps' besides a lot of

smooth bores.

SAYS the Sydney Bulletin :- "Mr. A. G. Taylor, M.P., for Mudgee, would seem to have exposed a nice little "happy family" arrangement. There has been a vacant captaincy in the Permanent Artillery Force for several months. Six lieutenants are candidates for the position. A severe test examination was held by four of the chief military officers, the percentage of marks required for a "pass" being two-thirds instead of half as heretofore. Two of the candidates were plucked. The appointment rested with the Governor; and, in due course, the names of the successful candidates were submitted to him. He raised, according to the M.'P., all sorts of frivolous objections against them, and was about to appoint one of the unsuccessful men, when the then Colonial Secretary threatened to resign. " Now, that we have a Government, the Governor," alleges Taylor, "is trying the same dodge"-a remark which the Staker held to be derespectful to the representative of the Sovereign. The reason assigned for the Governor's desire to subvert merit is that he promised the first vacancy to an nide-de-camp who acted for him without the latter gets her new boilers and underpay. The most amusing part of the business goes a general overhaul and repair, and he may share society of other Christian gen- has not yet been stated. Failing to gain his found suitable will probably succeed the Pilor will by any other pretext, the Governor, so says Fish as an auxiliary to the Fame, to be em-Adolphus, is anxious to upset the examination ployed principally in towing the smaller class among the elect we replied to such an ad- on the ground "that it was not severe enough." of ships. A tug boat of the description and vertisement. The recollection of what we ex- Yet his protege failed to pass it. Meanwhile dimensions of the Fame is indispensable to this officer, whoever he may be,-Mr. Taylor the Dock Company, so that if they disposed never leave us while the spark of life refused to mention names—is being "coached" lingers in our tottering frame. There were four vigorously, so that if another examination be build or get out from home a similar vessel other Christian gentlemen there beside our- held he may stand a chance of being able to selves, and each of them was afflicted with a pass it. Mr. Stuart, the Premier, says that the most heathen hunger. The brookfast sausages! matter is under his consideration, and meanused to be introduced with a blessing; and well while it would not be advisable to produce. they needed it, for they looked as if somebody the papers. The documents will be looked had previously turned them blue with curses. We forward to with some interest." From the used to get an average of about one each, with a above it would seem that Lord Augustus scramble for the odd one-in which, to do the other | Loftus, Governor of New South Wales, conthe best of it. Every other meal was similar in its provide places for his outside friends, even al- strengthened, she will be in every respect a far I ing things up for him. Lord Loftus has had a gay and soon after they left, we discovered, that they, long-suffering the easy going "Cornstalks" leather boots, a hat-box, and all the handkerchiefs of his sickening jobbery, and have resolved to and machinery as a portion of her cargo at A our plous landlady had not cleared out in her pre- bring His Excellency, up with a round turn, Colonial Governors are the servants of their craft never rode out a gale of wind. Queen and country, and it is their duty, for which, en passant, they are exceedingly well paid, and your friend the successful stock-jobber above all things to study the best interests of the will have to look somewhere else for his steam house Christianity is very good. So is cookery.

colony, over which they have been sent to rule. yecht.

mands of His Excellency the Governor to summon a meeting of the Legislative Council for lost my balance." Wednesday, the 8th instant, at 2.30 p.m.

Vanity Fair hears an amusing story about the breeder and part owner of a racehorse :- "Some years ago Captain A---- was in possession of racehorse which carried off nearly all the 'hunt races' in the North of England. A well-known Yorkshire trainer owned another horse of the same kind, but the pair never met until they happened to be entered in a race at Catterick Bridge. The encounter was anticipated with much interest, and the betting between the pair was very close. Both owners, however, being of practical turn, had resolved to make a certainty | "Ir you would be truly happy, my dear," said of winning-by losing. Needless to say that they had not confided this to each other, and neither eyes nor cars when your husband comes when they went to the post their respective home late from the club." "Yes, I know," anpartisans seemed to be busy backing them. swered the other wearily; "but what am I to do Captain A-, who rode his own horse, had, as | with my nose?" he conceived, managed the thing very cleverly; for when the starter dropped the flag, his horse unaccountably swung round and bolted in the way-station in Canada, mentioned the fact that opposite direction. Captain A-, with great difficulty, got him back, and sent him in hot pursuit of the other, the jockey of which had of course gone on at his best pace. Captain A did his best to overtake him, but he could not do so, and was beaten several lengths. But when the jockey of the other horse weighed in, none of the best; fact is, as I tell my friends, t was found that he was several pounds short of I've got one foot in the grave already." "So?" weight. So his horse was disqualified, and the race was awarded to Captain A-, who had to_ accept with as good grace as possible the congood fortune, and to leave for France a ruined

MONSIEUR TRICOU, the new French Ambassador to China, bears the reputation in diplomatic circles in Europe of being quite a startling contrast. ing" so frequently represented by his accomplished countrymen. From all we can gather of his recent negotiations in Shanghai with Li Hung-chang, M. Tricou appears to have stubbornly upheld his character for overhearing rudeness. The French Ambassador presumed so far on his position, and on the assumed inability of China to resist the demands of France, that he attempted to treat the Viceroy of Chibli and Grand Secretary of the Chinese Empire as if he had been a common coolie; but he met more than his match in the astute Chinese statesman. Li tolerated the Frenchman's insolence to the fullest possible extent, and then calmly ignoring what had been laid down as the representations of the French Government, contemptuously referred M. Tricou to the Tsung-le Yamen. On his way through to Tientsip Li visited a distinguished British officer to whom he imparted the information that "there was not the beginning of a beginning of as arrangement with France." His Excellency Turther expressed the flattering opinion that " M Tricou was an ill-mannered beast" "Tali about a Minister," remarked the great Viceroy "this man has not even the manners of a viceconsular interpreter." This was certainly rather rough on the official representative of the reputed politest nation on the face of the globe especially from a Chinaman, a supposed semi-barbarian.

No, Banian, you are quite wrong as usual, and only expose your pretentious ignorance when you write in this morning's Daily Press:-"If any successful stock-jobber is looking out for a steam yacht, he will soon have the opportunity of securing the Fame, which I understand is to be replaced by a powerful screw tug now on the stocks. If I remember rightly the Fame was purchased from Shanghai for \$70,000 in 1865. .There is not the slightest intention, so far we can learn, on the part of the Dock Company to dispose of the Fame; in fact, we happen to know that new boilers for the serviceable old craft are lying in readiness at one of the Company's establishments to be fitted in as soon as a favorable opportunity occurs. A small screw steamer is in course of construction at Kowloon Docks, which will probably be ready for sea in another three months, and it is no doubt intended that this vessel will temporarily take the place of the Fame until of the old craft they would be compelled to to take her place. Unless our recollection is greatly at fault the Fame cost the Dock Company \$80,000 an exceedingly high price it must be admitted; but then the boat was specially required at the time and, moreover, a similar vessel could not be handed over in Hongkong for lets than £12,002 at a low estimate. When the Fame receives her new boilers and has a few of the Christian gentlemen justice, they generally got siders it an important part of his duty to plates in the upper portion of her frame renewed, or scarcity. But nobody ever complained except | though that has to be done at a sacrifice of | ter ship than when she first passed into the hands once, when one of the boarders rebelled at a honest principle, to the detriment of the of her present owners. With greater boiler power public service and by inflicting a gross in- than she ever previously possessed the old boat justice on deserving men. However, there is will beable to travel from ten to twelve knots withsome satisfaction in knowing that his little "job" out difficulty, should any occasion arise for such a is not likely to be much of a success now that display of speed, and with this increased power "the Giraffe" (the member for Mudgee) is warm- | will be able to tow the largest vessels that come: to this port with the greatest facility, 4 Banish !! old time of it in Government House, Sydney, for in his sapiency is evidently under the impression: some years past, nursing his Cochin-China fowls | that the old side-wheeler was built in Shanghai, and making comfortable sinecures at the public whereas the Fame was constructed in the North we got nothing to eat for the rest of the day. cost for poor relations, obsequious friends and of England, at Middleshoro if we mistake not, Soon after, two of the Christian gentlemen left, complacent toadies, but it seems that, however where she ran as a coasting passenger boat for a considerable time, and afterwards sailed out to and instant, and is due here on the 5th.

China round the Cape, with her paddle wheels. The steamship Glenorchy left Singapore And went away with our best overcoat, a pair of patent may have been, they are at last getting tired China round the Cape, with her paddle wheels finer sea-boat than this (Hongkong) historical

"Banian," you are left, as usual, in this, mud,

THE Clerk of Councils has received the com- A wir being asked, on the failure of a bank, "Were you not upset?" replied, "No; I only

> SALVINI says that "Tradition and imitation are the two cankers now slowly consuming the limbs of the English and American stage." We wonder what has raised the great tragedian's wool with regard to the ballet!

IT is asserted that 5,000 young men and women break down every year through the excessive strain imposed on them in London shops, where, it is said, the average hours of labor of two-thirds of the shop assistants are from twelve to fifteen

one New York lady to another, "you will have

IT is said that the Marquis of Lorne, at a railsome of his ancestors put their feet under Arthur's Round Table; whereupon a backwoodsman exclaimed, "Wal, if my ain sisters had been there, they'd 'a' put their feet atop of it, you bet!

"YES," said the Chicago damsel, "my health is replied her friend; then casting his eye toward the lady's pedestals, he added, "Well, there's. one comfort. You'll never get the other inunless it's bigger than the common grave, you know."

MATTERS certainly look gloomy for Hongkong. The strength of the French squadron has been augmented by the arrival of the Triomphante; our only available war ship the Sapphire has of the Cockchafer, who had an unsuccessful, wrestling match with the authorities on board. the Victor Emanuel last. Wednesday, has gone home in the Deucation. The volunteers are, however, still available for active service.

NGAN ALUK, a boatwoman, was brought before Mr. Wodehouse this morning charged with being in possession of 35 tacls of prepared opium without having a license. His Worship fined the woman in the sum of \$10 and ordered the opium to be forfeited. Ngan said that if she paid the fine she wanted the drug back, whereupon Mr. Wodehouse politely told her that she would have to petition the Government on the matter. The old woman left the precincts of the Court room with her eye fixed grimly on the dispenser of justice, while she muttered blessings which flow freely from her cherry lips.

A CORRESPONDENT, who signs himself." Neighbour," sends us a long and generally incoherent communication, which we understand to be a complaint against the nuisance and annoyance. caused by a blacksmith's shop, situated somewhere in the vicinity of the French Convent in Queen's Road East, It appears that there are numbers of houses in the district tenanted by Europeans, and the continual noise and bustle associated with the working of this blacksmith's establishment constitute the nuisance complained of Our correspondent is very anxious to impress upon the Surveyor General the desirability of all such workships. being removed to the eastern portions of the town; away from the dwelling houses in these thickly populated localities, and says that the adoption of such a course would not only remove what is a serious discomfort to many residents, but would improve the appearance of what is one of our principal thoroughfares. and tend to preserve the public health. It a lawful grievance actually does exist we have no doubt that Mr. Price will give the matter his best attention.

THE circus, says the Washington Republican, is a legacy from a dead and gone race to the children of modern civilization. Along with the Roman legion, the round arch, and the genius for organization it decended from the Etrurians to the Romans, and from them has come to the rest of the world. Its inventors have long since departed; their very language is a problem more inscrutable than the sphinx, their battle-line has given way before the newer but not higher genius of the Aryan their faces live only in their cameos; the very proof of there existence can be found only in their church yards; nothing but remains. Dust is their splendid cities, their beautiful fanes, magnificent palaces; phantom and a shadow too spectral to be questioned are their power and their civilization. Even the earth refuses to give in their remains or to tell their story-only from the tomb and the charnel house can you learn that Equils existed jet still she is triumphant over Teuton and Celt and Slav in her circus, as of old she juled over Latium and Hellas and Egypt in her legion, her law, and her att. Attanot strange that the mysterious realm which swayed forgotten races by the spells of its genius no less than o the force of its power should still dominate the fancy and enthrall the will of modern nations by

MAILS EXPECTED.

The steamer Oceanic, with the next American mail left Yokohama on Thursday, the and in stant ap daylight, and may be expected here on the Rth

STEAMERS EXPECTED.

The steamship Golconde left Salgon on the about the other and is due to arrive here, on about the other and is due to arrive here, on about the other and is expected to sydney out the expected to arrive here on or about the 1sth instant.

The steamady Carrers left Batavia for this port on the 1st instant, and is expected to arrive

Here on or about the Tth.

For Sale.

LUMINOUS PAINT

LIFE BUOYS. MOORING BUOYS.

> BEACONS. PIER HEADS.

> > CLOCK DIALS.

LANTERNS for Magazines,

&c., &c., &c.

ANE, CRAWFORD & Co., have been appointed Agents for the Sale of the PATENT LUMINOUS PAINT "in Hongkong South China and Formosa,

They have now a large supply of the most requisite Colours, and have prepared a dark -room, in which the illuminating power of this Paint is shewn.

INSPECTION IS INVITED. LANE, CRAWFORD & Co. Hongkong, 24th July, 1883.

linsurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, the 27th August, 1883, at NOON, at his Sales

CAPITAL TAELS 600,000, EQUAL. \$833,333.33-RESERVE FUND \$70,858.27. BOARD OF DIRECTORS,

LEE SING, Esq. LEE YAT LAU, Esq. Lo Yrok Moon, Esq. Chu Chik Nuno, Esq. MANAGER.-HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world. HEAD OFFICE, 8 & 9, PRAYA WEST. Hongkong, 1st September, 1882.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.......\$1,000,000) The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS,

&c. Policies granted to all Parts of the world payable at any of its Agencies. WOO LIN YUEN, Secretary.

HEAD OFFICE. No. 2, QUEEN'S ROAD WEST, Hongkong, 1st February, 1882.

FANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)Tls. 420,000.00 PERMANENT RESERVE Tla 230,000.00 SPECIAL RESERVE FUND.,,Tls. 318,235.56

TOTAL CAPITAL and ACCUMULATIONS, 31stTls. 968,235.56 March, 1883.....

F. D. HITCH, Esq., Chairman.
C. Lucas, Esq. | Wm. Mayaring, Esq. A. J.M. INVERARITY, Esq. G. H. WHEELER, Esq. HEAD OFFICE—SHANGHAL

Messrs, RUSSELL & Co., Secretaries, LONDON BRANCH. Mesers. BARING BROTHERS & Co.

Bankers. RICHARD BLACKWELL, Esq., Agent,

68 and 69, Combill, E.C. parts of the World.

Subject to a charge of 12 per cent, for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whother Shareholders or not) in proportion to the premia paid by them.

RUSSELL & Co., Hongkong, 25th May, 1883.

THE MANCHESTER UNDERWRITERS ASSOCIATION, LIMITED.

THE Undersigned having been appointed AGENTS of the above Company are prepared to Grant Policies on MARINE RISKS to all parts of the World at CURRENT RATES, allowing an immediate cash discount of as per

HOLLIDAY, WISE & Co. Hongkong, 13th July, 1883.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD | Sale, apply to of UNDERWRITERS. ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1881. DECORD of AMERICAN and FOREIGN

ARNHOLD, KARBERG & Co. Hongkong, 15th June, 1881.

INTIMATION.

lessons in Music, Sigging and the Pianofoite. CHARGES STRICTLY MODERATE. Address-Messrs. KELLY & WALSH. Queen's Road

Amusements.

CITY HALL, HONGKONG.

MONDAY, the 6th August.

ONE NIGHT ONLY.

THE CELEBRATED LOFTUS TROUPE now en route from Singapore in

S.S. "GLENOGLE" will perform

GILBERT AND SULLIVAN'S famous comic opera

"PATIENCE."

With a strong cast.

Further Particulars will be duly announced

[603

Hongkong, 31st July, 1883.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs, Bun Hin Chan, to Sell by Public Auction, on MONDAY,

Rooms, Queen's Road.

THE WRECK OF THE LATE STEAMSHIP "CARISBROOKE" as she now lies off the Cosmopolitan Dock. TERMS OF SALE. - Cash on the fall of the hammer and the Vessel to be at the Purchasers' risk on the fall of the hammer.

For further Particulars, apply to J. M. ARMSTRONG,

Hongkong, 2nd August, 1883. PUBLIC AUCTION.

VALUABLE PROPERTY IN BONHAM STRAND. TO BE SOLD by Public Auction, by Mr.

J. M. GUEDES, on THURSDAY, the 16th day of August, 1883, at 3 P.M., on the Premises.

By Order of the MORTGAGEES. sat Lot.—All that Piece or Parcel of GROUND Registered in the Land Office as Section A of Remaining Portion of MARINE LOT No. 83, measuring on the North and South 29 feet, on the East 48 feet, and on the West side 43 feet, and Portion No. 1 of Sub-section of Section E-of Marine Lot 83, measuring North and South 129 feet and East and West 52 feet. Held for 999 years from 18th November, 1854. Together with the well Built and Substantial HOUSES known as Nos. '50 and 52, Bonham Strand'

and Lot.—All that Piece or Parcel of GROUND Registered in the Land Office as Section C of MARINE LOT 175, measuring on the North on Bonham Strand 142 feet, on the South 15 feet, on the East 1114 feet, and on the West 110 feet. Held for 999 years from 27th October, 1866.

For Further Particulars and Conditions of Sale, apply to SHARP, TOLLER, & JOHNSON,

Solicitors for the Mortgagees, J. M. GUEDES, Auctioneer.

Hongkong, 3rd August, 1883. PUBLIC AUCTION,

VALUABLE PROPERTY IN VICTORIA. TO BE SOLD BY PUBLIC AUCTION,

FRIDAY. POLICIES granted on MARINE RIBES to all the 17th day of August, 1883, at THREE P.M., on the Premises, BY ORDER OF THE MORTGAGEE. THREE VALUABLE HOUSES Nos. 27, 29,

and 31, Aberdeen Street, erected and being upon GROUND Registered in the Land Office as Section C of INLAND LOT No. 60, measuring on the North and South 40 feet, East and West 45 feet and 40 feet, containing in the whole 1,695 square feet more or less. Yearly Crown Rent \$14.76.

SIXTEEN VALUABLE HOUSES Nos. 1 to 16, in Mee Lee Lane, Victoria, erected on GROUND Registered in the Land Office as Section A of Inland Lot No. 60, measuring on the North-East 44 feet and 521 feet, South-West 42 feet, South-East 130 feet 10 inches, North West 98 feet 3 inches, containing in the whole 7,626 square feet more or less. Yearly Crown Rent \$66.39. Held for 999 years from the 26th day of January,

The above Houses will be Sold in Lots to suit: For Further Particulars and Conditions of SHARP, TOLLER, & JOHNSON,

Solicitors for the Mortgagee, or to man hand and

Hongkong, 3rd August, 1883.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

FHE DIVIDEND at the rate of 6 per cent. or \$4-50 per Share, declared at the SIGNOR ANTONIO CATTANEO, of the ORDINARY HALF-YEARLY MEETING OF CONSERVATOIRE DE BERGAMO and late SHAREHOLDERS held THIS DAY will be Payable at the Hongkong and Shanghai honor to inform the community that he has BANKING CORPORATION on and after TO-MOR-ROW, TUESDAY, the 31st instant Share-

Hongkong, 1st March, 1883. [601]

Intimations.

SAYLE & CO.'S SHOWROOMS.

WE ARE SHOWING EX "GLENEARN."

TERY FINE INDIA LONG CLOTHS. NORMAN STRIPE DRESS MATERIALS. White ALL OVER TUCKINGS-a New White Dress Material. COLOURED CHECKED ZEPHYRS for washing dresses.

POMPADOUR SILKS, cashmeres and delaines for summer dressing gowns. A Fresh Assortment of Best Silk and Wool FLANNELS. ---- French Embroidered Pongee Silk TRIMMINGS. An entirely New Stock of Ladies' PARASOLS. Ladies' Plain and Fancy COLLARS.

Children's White Silk and Spun Silk SOCKS in all sizes. Ladies' BOOTS and SHOES in all the latest styles.

A Fresh Delivery of Atkinson's SCENTS. A few Specialities in BOOKS. SEWING MACHINES in all the Leading makes, &c., &c., &c. A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO. VICTORIA EXCHANGE, HONGKONG.

Hongkong, 10th July, 1883.

FORTY CENTS EACH.

De Quincey's Confessions of an English Opium

The Secretary's Assistant and Correspondent's

Tourists' French Pronouncing Hand Book.

The New Testament and the Revised Version.

Plutarch's Lives for every day Readers.

Reasons why we believe the Bible.

Handy Classical Dictionary.

Familiar English Quotations.

Familiar French Quotations.

Familiar Latin Quotations.

Handy Book of Synonyms.

Guide.

IST OF CHEAP, PRACTICAL, USEFUL AND STANDARD BOOKS.

FORTY CENTS EACH. Michod's Guide to Athletic Training. Haths and Bathing.

The Heart and its Functions. Health in Schools. Exercise and Training. The House and its Surroundings.

The Secret of a Clear Head.

Personal Appearances in Health and Disease. The Skin and its Troubles. Alcohol, its use and abuse. Premature Death, its promotion and prevention. Dictionary of Daily Blunders.

Dictionary of Mythology. Rejected Addresses by Horace and James Dictionary of English Proverbs. Lamb's Tales from Shakespeare. Poker, How to Play it, by one of its Victims.

Elizabeth; or the Exiles of Siberia. Bible Truths with Shakesperian Parallels, Common Mind Troubles. The Habitation in Relation to Health. Enquire Within-upon Everything-New Edition\$ 1.00.

Moore's Lalla Rookh.

FRANCE, CHINA AND TONOUIN.

THE FOLLOWING BOOKS HAVE A SPECIAL BEARING ON THIS SUBJECT. Across Chryse, being the Narrative of a Journey of Exploration through the South China Border Lands from Canton to Mandalay by Archibald R. Colquhoun, with 3 specially prepared Maps, 30 facsimiles of native drawings and 300 Illustrations, 2 vols..... Histoire des Relations de la Chine avec L'Annam-Vietnam du XVIE au XIXE Siècle, d'après des documents Chinois par G. Devéria. Ouvrage accom-La Conquète du Ton-Kin par vingt-sept Français Sous le Commandement du

KELLY & WALSH—HONGKONG. Hongkong, 4th July, 1883.

HAS JUST RECEIVED.

ELEGANT PLUSH PHOTOGRAPH SCREENS TO HOLD 4, 8, AND 12 CABINET PHOTOGRAPHS PHOTO ALBUMS in Great Variety.

CARD CASES, PURSES, LETTER CASES: POCKET BOOKS in Russia and other Leathers. POCKET AND SPORTSMANS' KNIVES.

BEATTY'S BEETHOVEN ORGANS,

20 STOPS, VERY EFFECTIVE VARIETY AND YERY CHEAP. A very fine collection of PHOTOGRAPHS or FASHIONABLE BEAUTIES from the very large Boudoir Size to the Ordinary Cabinet Size.

LARGE PLUSH PHOTO FRAMES TO SUIT. DITSON'S MUSIC BOOKS.

GEMS OF DANCE. GEMS OF STRAUSS. ENGLISH SONG. AND ALL OTHERS IN THE SERIES NEW FRANKLIN SQUARE LIBRARY. NEW SEASIDE LIBRARY.

10 PER CENT. DISCOUNT FOR CASH.

BREWER, QUEEN'S ROAD. Hongkong, 25th July, 1883.

"NOVELTY STORE, MARINE HOUSE, QUEEN'S ROAD.

JUST RÉCEIVED

COMPRISING : White and Black Silk Trimming Lace. Cotton Trimming Lace.

Silk Handkerchief Border. Silk Circular and Square D'oyleys. and Black Silk Fictue. Silk Parasol Cover, Cotton Parasol Cover. Silk Veil and Scarf. Silk Collar and Cuffs. 32. Silk Collar Breast Pendant. Silk Collar Breast Pointed. Cotton Collar Breast Pointed,

Silver Filigree Pendant, St. John's Cross & Crown. Earrings to match the above, Fancy Pendant. Plain Chain Necklet. Fancy Locket Fancy Bracelet. Brooch (Love Knot) (Marguarité).

Silk Mittens. Earrings to match the above. AN INSPECTION IS RESPECTFULLY SOLICITED. ANY OF THE ABOVE ORDERED THROUGH THIS "STORE" WILL BE CHARGED FOR AT COST PRICE.

FRESH MALTESE CIGARETTES from \$0.70 to \$2.50 per 100. Hongkong, 24th July, 1883.

THE CITY OF MANILA CIGAR STORE HAS FOR SALE.

and Black Silk Necktie.

IGARS of all Brands, Imperiales, Caballeros, Vegueros, Regalias, Londres, Nuevo Ha- WOODBERRY RAVENS DUCK, 8, 10, 12 0Z. banos of all makes, quality guaranteed. Tonaccos U.S. HAMMOCK DUCK, 42 Inches Wide. holders are requested to apply at the Office of from the Parisian markets, Meerschaum Pipes, the Company for Warrants.

By Order of the Board of Directors.

P. A. DA COSTA,

Secretary.

No. 51, B., Queen's Road, Chrizal.

Honokong, 21at Inne. 1882. of all Brands, at moderate prices. FANCY GOODS AMERICAN COTTON DRILL

Hongkong, 1st May, 1882.

TATCODBERRY COTTON CANVAS With the man No. 1 to 10.4 and a second in U.S. HAMMOCK DUCK, 42 Inches Wide,

WILLIAM DOLAN,

Praya Central Hongkong, sist June, 1883.

Mails.

OCCIDENTAL AND ORIENTAL STEAM-SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND

EUROPE: THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING

STEAMERS. THE Steamship

"ARABIC," will be despatched for San Francisco, vid Yokohama, on WEDNESDAY, the 8th August, at

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES. Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. These allowances do not apply to through Jares from China and Fapan to Europe. Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, ad-

dressed to the Collector of Customs, San Fran-.For further information as to Freight or Passage, apply to the Agency of the Company. No. 50A, Queen's Road Central. F. E. FOSTER.

Hongkong, 20th July, 1883.

Untimations.

THE HALL AND HOLTZ CO-OPERATIVE COMPANY.

THE requisite Number of SHARES in the above Company having been applied for, the Company will commence operations on the First Day of September next. Shanghai, 27th July, 1883. ENGINEERS' INSTITUTE.

(General) of MEMBERS will be held in the HALL of the Institute on MONDAY, the 6th August, at 8 P.M., for the election of Office Bearers for the coming (Institute) year, &c.

THE FIRST ANNUAL MEETING

JAMES K. REBBECK, Hon. Secretary. Hongkong, 28th July, 1883. HONGKONG AND WHAMPOA -COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE ORDINARY HALF-YEARLY

MEETING OF SHAREHOLDERS will be held in the Offices of the Company, No. 14. Praya Central, on MONDAY, the 20th instant, at_THREE_O'CLOCK_P.M., for the purpose of receiving the Report of the Directors and a Statement of accounts to the 30th June, 1883. The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 20th instant,

both days inclusive. By Order of the Board of Directors, D. GILLIES,

Secretary. Hongkong, 2nd August, 1883. A CARD.

DRIVATE BOARD AND LODGING can be obtained for SINGLE GENTLEMAN OR MARRIED COUPLES

No. 6: Queen's Road East. Next Door to the Temperance Hall. Terms Moderate. Hongkong, 10th July, 1883.

TENDERS FOR THE PURCHASE OF THE WRECK OF THE U.S.S. "ASHUELOT."

ENDERS will be received for the Purchase of the wreck of the U.S.S. "ASHUELOT" as she now lies, together with all her armament,

tackling, and equipment, comprising :-4-VIII in. M.L.S.B. GUNS. 2 VII in. M.L.R. 6 BRONZE HOWITZERS. And about 100 stands of Small Arms, Rifles,

Breechloading of the latest style, with a number of Pistols and Revolvers; also about eighty Hermetically Sealed Tanks of Powder containing about 150lbs. each, about \$4,000 worth of new composite Boiler Tubes, and all the other appliances connected with the Armament of a War Vessel. Her equipment consists in part of 2 Bower Anchors and 300 fathoms of heavy Chain ; 2 Stream Anchors and Chains, and several Kedges; new patent Capstan : Copper Pilot House (over one ton in weight); Engines and Boilers and a large supply of Engineers' Tools, all of the best description ; Two Iron Chests containing

about \$5,000.00 in Clean Mexicans. The "ASHUELOT" is lying about " three quarters of a mile to the N.E. of the Lamocks Light House in about fourteen fathoms of water. The Vessel is in an upright position, sheltered from the S.W. monsoon, and with proper appliances could be easily salved, and would make a handsome return to those who are in a position to undertake the salving of her.

Further Particulars can be obtained at the PAYMARTER'S OFFICE, No. 14. Beaconsfield Arcade, and Tenders will be received up to and including the 14th day of August. E. N. WHITEHOUSE,

Paymaster, U.S. Navy, No. 14, Beaconsfield Arcade, Hongkong, 30th July, 1883. [600

TOR Two. Months during the Summer, FURNISHED RESIDENCE in MACAO —the Prais Grande preferred. Send Particulars to

Care of Hongkong Taligraph. Hongkong, and June, 1883.

STEAMERS.

Shipping.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR AMOY.

THE Company's Steamship

"JORGE JUAN," Captain Thebaud, will be despatched for the above Porf, TO-MORROW, the 5th instant, at DAYLIGHT.

For Freight or Passage, apply to RUSSELL & Co.,

General Managers. Hongkong, 3rd August, 1883. GEO. R. STEVENS & Co.'s LINE.

FOR SYDNEY AND MELBOURNE, VIA FOOCHOW. Calling at PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, and BRISBANE, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIAN

PORTS, NEW CALEDONIA and Fift.)

THE Departure of the Steamship " VENICE." Captain Drake, as above, is POSTPONED until MONDAY, the 6th instant, at FIVE P.M.

For Freight or Passage, apply to -RUSSELL & Co. Hongkong, 3rd August, 1883. NOUVELLE COMPAGNIE MARSEILLAISE

-DE-NAVIGATION A VAPEUR. . FOR SHANGHAL

THE Steamship "GOLCONDE," Andrac; Commander, will be despatched for the above Port, on or about the 5th August.

For Freight or Passage, apply to ADAMSON, BELL & Co., Hongkong, 31st July, 1883. FOR SYDNEY AND MELBOURNE

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and Fiji). THE Eastern and Australian Steamship

Company's Chartered Steamer "FEI-LUNG," Captain Allison, will be despatched as above on TUESDAY, the 7th August, at FOUR P.M. Parcels (all of which must be sent to our Office) will be received up to 4 P.M., on the 6th August.

Contents and Value of the Packages must be

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 27th July, 1883. NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

THE Steamship " GOLCONDE,"

Andrac, Commander, will sail on or about the zoth August, for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line. from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the

Steamer from CHINA. The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked. The Company has a Forwarding Agency at

Paris, 9, Rue de Rougemont, giving special facilities to Shippers. Steamer carries a Surgeon and Each Stewardess. This Steamer has splendid accommodation for First and Second Class Passengers. The Line is noted for its Cuisins and Beer and Table

Wines are included in the Passage Money. Special rates are arranged for families. For Freight or Passage, apply to ADAMSON, BELL & Co.,

Hongkong, 21st July, 1883. SAILING VESSELS.

FOR NEW YORK THE 3/3 L. I. I. British Ship

"G, C. TRUFANT," Thomas, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

RUSSELL & Co. Hongkong, 14th July, 1883. FOR SAN FRANCISCO. THE 3/3 L. I. I. American Bark

Staples, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to RUSSELL & Co. Hongkong, 9th June, 1883.

"ADOLPH OBRIG,"

MR. MOORE begs to recommend his GOGO SHAMPOO WASH to the public as unrivalled by any preparation ever produced for promoting the growth of the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with

hair from 5 to 6 feet long. By constantly using this, Shampoo Wash as directed, you will NEVER BE BALD. The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruit, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing

their hair. Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate. FOR SALE ONLY BY MOORE & Co.

VARIETY STORE Oueen's Road Central Hongkong, 25th January, 1881.